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Graham Rice



BURLINGTON TRAIN—CHICAGO TO ST. PAUL.

BIENNIAL REPORT

OF THE

Railroad Commissioner

OF THE

STATE OF WISCONSIN

For the Fiscal Years ending June 30, 1899 and 1900.



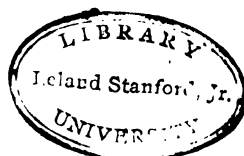
MADISON, WISCONSIN:

DEMOCRAT PRINTING COMPANY, STATE PRINTER.

1900.

PERSONNEL OF OFFICE.

GRAHAM L. RICE,	-	-	-	-	-	COMMISSIONER.
JAMES S. STACK,	-	-	-	-	-	DEPUTY COMMISSIONER.
WM. H. HENBY,	-	-	-	-	-	CONSULTING ENGINEER.
WILLIAM A. OWEN,	-	-	-	-	-	MESSSENGER.
MARY C. McRAE,	-	-	-	-	-	STENOGRAPHER.



NINTH BIENNIAL REPORT

OF THE

RAILROAD COMMISSIONER.

STATE OF WISCONSIN,
Office of Railroad Commissioner,
Madison, Wisconsin, December, 1900.
To His Excellency, EDWARD SCOFIELD,
Governor of Wisconsin.

In making this ninth biennial report of the workings of this Department an endeavor has been made to make the same as comprehensive and compact as possible. Statistics, tables, tabulations and recommendations may be found in the report covering subjects of importance of the railroads and street cars in Wisconsin.

It gives me much pleasure to state that in my opinion as much progress is being made by railroads in Wisconsin as in any state, they being as fully equipped to render efficient service, and as desirous to accommodate and meet the demands of the public in every way, as in any country where railroads are operated.

SYNOPSIS OF TABULATED REPORTS OF RAILROADS.

The following summary of reports under different heads has been compiled from the reports of railroads in this state as of June 30, 1900.

CAPITAL STOCK AND DIVIDENDS.

Thirty-five railway companies doing business in this state, including all the interstate roads, report capital stock outstanding of \$109,086,016.03, upon which dividends amounting to \$3,785,107.54 were paid for the year ending June 30, 1900. The logging railways are not included in the above. Eleven railways out of forty-nine paid dividends on capital stock during the past year.

General Report.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Twenty-six railroads, including the interstate roads, estimated upon the mileage basis, there is outstanding

Funded bonds or obligations to the amount of.....	\$147,443,094 57
Equipment Trust obligation.....	9,393,118 82
Deferred interest on latter.....	2,938 19
Total	\$156,839,141 58

EQUIPMENT TRUST OBLIGATIONS.

Six railroads in this state have issued equipment trust obligations, the original amount of which was \$10,239,208.83, of which obligations \$9,393,118.82 is still outstanding. Interest on these obligations during the year amounted to \$291,480.93, and there was interest paid thereon to the amount of \$292,408.58. The amount of cash paid on delivery of the equipment was \$60,931.50.

ASSETS.

Current assets and liabilities, cash and current assets available for payment liabilities, June 30, 1900.

Cash.....	\$4,484,463 13
Bills receivable.....	48,426 49
Due from agents, conductors and paymasters....	1,274,067 29
Net traffic balances due from other companies.....	330,678 39
Due from solvent companies and individuals.....	626,654 77
Other cash assets, except material and supplies.....	183,295 59
Due from United States government.....	212,373 69
Balance current liabilities.....	3,025,913 99
Total.....	\$10,185,878 34
Less cash, red figures.....	3,049 60
Total.....	\$10,182,828 74
Add red figures.....	111,205 31
Total.....	\$10,294 034 05

General Report.

LIABILITIES.

Current assets and liabilities, current liabilities accrued to and including June 30, 1900.

Loans and bills payable.....	\$518,911 13
Audited vouchers and accounts.....	3,743,960 64
Wages and salaries.....	1,446,793 28
Net traffic balances due to other companies.....	212,846 78
Dividends not called for.....	205,584 49
Matured interest coupons unpaid including coupons due July 1, 1900.....	1,886,856 95
Rentals due July 1, 1900.....	88,539 50
Miscellaneous.....	1,132,540 42
Balance cash assets.....	1,055,558 06
	<hr/>
	\$10,291,591 25
Less red figures.....	2,442 80
	<hr/>
	\$10,291,034 05

RECAPITULATION FUNDED DEBT.

Apportioned to railroads.....	\$247,318,739 57
To other properties.....	2,011,950 96
	<hr/>
Total, 31 roads.....	\$249,330,690 53

Miles upon which based, 6,118.38, being exclusive of logging railways, and a few others as indicated on table not reported.

For amount per mile of road, see table under this head.

PERMANENT IMPROVEMENTS.

For the year ending June 30, 1900, twenty-seven roads reporting improvements made and additional equipment purchased as follows:

For construction.....	\$5,194,415 20
For equipment.....	1,563,379 82
	<hr/>
Total.....	\$6,757,795 02

COST OF ROAD AND EQUIPMENT.

Thirty-five railways have reported cost of road and equipment, year ending June 30, 1900. The total cost of these roads

General Report.

and equipment, as reported, amounted to \$242,069,719.84. This does not include the cost of the so-called logging railways. See statistical report under this head.

The total cost of roads reported as of December 31, 1899, complete, amounted to \$247,502,364.44.

INCOME ACCOUNT.

Operating reports of thirty-nine railways in this state show:

Gross earnings of.....	\$41,257,551 47
Operating expenses.....	25,643,590 62
	<hr/>
Deficit, eight roads.....	\$15,613,960 85
	862,799 43
	<hr/>
Income from operation.....	\$15,551,161 42
Income from other sources.....	1,032,248 38
	<hr/>
Total income.....	\$16,583,409 80

Whole Line.

Same roads, gross earnings.....	\$188,014,292 39
Same roads, operating expenses.....	112,265,568 71
	<hr/>
Deficit, seven roads.....	\$75,748,723 68
	28,625 87
	<hr/>
Income from other sources.....	\$75,720,097 81
	5,705,927 13
	<hr/>
Total income, whole line.....	\$81,426,024 94

Deductions from Income.

Interest on funded debt.....	\$6,608,691 96
Interest on interest bearing current liabilities.....	35,800 24
Rentals.....	38,614 29
Taxes.....	1,401,853 55
Other deductions.....	1,703,972 22
	<hr/>
Total deductions.....	\$9,789,035 26

SURPLUS FROM OPERATION.

After paying operating expenses and dividends, the railways of this state had on hand June 30, 1900, \$7,766,368.12.

EARNINGS.

Passenger: Complete returns of all railways within this state and the proportionate amount of the interstate railways

General Report.

show earnings in Wisconsin for the year ending June 30, 1900, to be as follows:

For sale of tickets	\$8,231,965 33
Mail	1,153,156 64
Express	630,095 91
News	8,597 45
Extra baggage and storage	157,771 63
Sleeping and parlor cars	109,991 59
Miscellaneous train earnings	58,221 21

Total passenger train earnings \$10,349,779 76

Freight:

Freight earnings	\$30,495,025 14
Stock yards	38,609 55
Elevators	8,068 76
Other items	27,297 69

Total freight earnings \$30,569,001 14

Other earnings from operation other than passenger and freight:

Car mileage balance	\$32,547 23
Switching charges balance	124,486 91
Telegraph companies	19,895 12
Rentals from tracks, yards and terminal	26,630 11
Other rentals	99,437 96
Other sources	36,178 06

Total other earnings \$338,750 37

Total gross earnings \$41,257,551 27

BONDS OWNED.

The interstate railways of this state own bonds of other companies of the par value of \$82,279,025.62, valued at \$34,858,398.52, upon which the dividends or income amounted during the fiscal year ending June 30, 1900, to \$2,395,650.87.

The Wisconsin proportion of these bonds have a par value of \$20,145,632.92, actual value of \$3,132,790.74, upon which dividends or income to the amount of \$472,957.69 was paid during the past fiscal year.

STOCKS OWNED.

The interstate railways of Wisconsin own stocks to the amount of \$41,474,170.29. These stocks are valued at \$39,168,-

General Report.

382.04, upon which the owners received during the year ending June 30, 1900, dividends or income amounting to \$1,450,-811.75.

The Wisconsin proportion of these stocks are estimated to have a par value of \$8,969,636.83, with actual value of \$5,034,-346.97, upon which an income was derived of \$187,789.64.

RENTS RECEIVED.

Rents received from tracks, yards and terminals in Wisconsin during the year ending June 30, 1900, amounted to \$108,657.65.

MISCELLANEOUS INCOME.

The net miscellaneous income of the railways in Wisconsin for the year ending June 30, 1900, was \$526,124.64.

OPERATING EXPENSES.

Maintenances of Way and Structures.

June 30, 1900.

Repairs of roadway.....	\$3,102,625 65
Renewals of rails.....	544,514 08
Renewal of ties.....	771,723 81
Repairs of bridges and culverts.....	961,983 54
Repairs, fences, crossings, signs, etc.....	150,559 84
Repairs of buildings.....	587,400 82
Repairs, docks and warehouses.....	115,680 10
Repairs of telegraph.....	42,820 44
Other expenses.....	491,422 27
Excess actual over proportional.....	317,634 20
Total apportioned to passenger and freight.....	\$6,994,196 75

Maintenance of Equipment.

Wisconsin, June 30, 1900.

Repairs and renewals of locomotives.....	\$1,393,962 56
Repairs and renewals of passenger cars.....	507,065 80
Repairs and renewals of freight cars.....	1,260,275 81
Repairs and renewals of ferry boats, tugs, floats and barges.....	23,331 22
Shops, watchmen, tools, etc.....	116,398 93
Other expenses.....	750,623 63
	<hr/>
	\$4,051,657 93

General Report.

OPERATING EXPENSES.

June 30, 1900.

Conducting Transportation.

Wages of enginemen, firemen and roundhousemen	\$2,583,731 03
Fuel for locomotives.....	2,830,287 58
Water supply for locomotives.....	117,480 77
All other supplies for locomotives	114,368 02
Wages of other trainmen	1,873,466 12
All other train supplies.....	331,466 75
Wages of switchmen, flagmen and watchmen.....	844,939 64
Expenses of telegraph, including train dispatchers, etc ..	472,622 50
Wages of station agents, clerks and laborers.....	1,763,922 38
Station supplies	164,899 21
Switching charges balance.....	231,135 84
Car mileage balance	163,816 92
Loss and damages.....	174,232 57
Injuries to persons	265,542 36
Barges, floats, tugs, ferry boats, expenses, including wages and supplies.....	55,725 36
Other expenses	724,951 26
Total operating expenses	\$12,752,589 21

OPERATING EXPENSES.

General Expenses.

Salaries of officers.....	\$271,310 14
Salaries of clerks.....	312,176 45
General office expenses and supplies.....	72,439 20
Agencies, including salaries and rent.....	376,538 93
Advertising	94,983 85
Commissions.....	139,600 42
Insurance.....	62,328 30
Expense of fast freight lines.....	
Expense of traffic association.....	26,248 54
Expense of stock yards and elevators.....	39,230 39
Rentals of tracks, yards and terminals.....	246,685 80
Rentals not otherwise provided for.....	37,448 60
Legal expenses.....	88,569 32
Stationery and printing.....	71,766 74
Other general expenses.....	120,321 88
Total operating expenses.....	\$1,959,091 79
Mileage upon which based.....	6,229 99
Average for thirty-five roads.....	177 71

DISTRIBUTION OF EMPLOYES.

General Administration.....	577
Maintenance of Ways and Structures.....	9,544
Maintenance of Equipment.....	3,025
Conducting transportation.....	11,563
Total.....	23,719

General Report.

PERCENTAGE OF OPERATING EXPENSES TO EARNINGS.

An estimate of percentage of operating expenses to earnings taken from the reports of thirty-one railways, including the interstate roads, with a mileage of 6,229 miles, shows the average operating expenses of these roads to be 82.5 per cent. The lowest being that of the Duluth, Superior & Western Terminal Company, 40.75, and the highest that of the Chicago, Madison & Northern, 132.22.

RENTALS PAID.

The railroads of Wisconsin paid \$26,303.30 rentals for lease of road.

There was nothing paid by roads as interest on bonds guaranteed or dividends on stock guaranteed. It does not appear from the reports that there is any liability on account of guaranty of interest on stock or bonds of other companies.

FOR LEASE OF OTHER PROPERTY.

Twelve roads report having paid for rents of tracks, yards and terminals, \$329,637.11.

COMPARATIVE GENERAL BALANCE SHEET.

Itemized statement of comparative general balance sheet will be found elsewhere in the report for the year, 1899 and 1900.

IMPORTANT CHANGES.

Important changes during the year will be found under the head of History of Road, which also contains contracts, agreements, etc., affecting business within the state of Wisconsin for the past two years.

General Report.

EMPLOYES AND SALARIES.

	No.	Yearly compensation.
General officers.....	108	\$356,808 58
Other officers and clerks.....	575	350,280 31
Station agents.....	869	517,441 80
Other station men.....	2,110	946,042 66
Enginemen.....	1,276	1,435,422 08
Firemen.....	1,327	920,526 76
Conductors.....	839	893,225 05
Other trainmen.....	1,721	1,069,466 06
Machinists.....	523	343,339 43
Carpenters.....	1,034	622,543 77
Other shopmen.....	1,913	987,783 47
Section foreman.....	1,017	552,547 55
Other trackmen.....	5,569	1,943,814 86
Switchmen, flagmen and watchmen.....	1,072	722,787 73
Telegraph operators and dispatchers.....	727	465,544 12
Employees account, floating equipment.....	29	11,612 17
All other employes and laborers.....	4,017	2,337,201 11
Total less general officers.....	24,618	
Total compensation including general officers.....		\$14,516,381 51

PASSENGER TRAIN MILEAGE.

The reports of railways under this head are so incomplete that it is impossible to make anything like an accurate statement of the number of passengers carried earning revenue, the number carried one mile, the average distance carried, amount received from each passenger, average receipt per passenger per mile, passenger earnings per mile of road, and passenger earnings per train mile.

Twenty-four roads, exclusive of the Chicago, Milwaukee and St. Paul, report number of passengers carried earning revenue as 7,843,873; those carried one mile, same roads, 258,389,026; average distance carried, 21.87; total passenger revenue, including the Chicago, Milwaukee & St. Paul, \$8,206,389.66; average amount received from each passenger, 54.2 cents. The average estimate cost of carrying each passenger one mile of these roads appears to be 3.88 cents. This estimate ranges from 2.216 cents, reported by the Chicago & Northwestern, to 8.151 cents reported by the Marinette, Tomahawk & Western.

General Report.

FREIGHT TRAFFIC.

The total freight revenue of the railways in this state for the year ending June 30, 1900, appears to be \$30,201,484.54, exclusive of logging railways and a few other unimportant roads.

Detailed report will be found elsewhere in this report, giving the number of tons carried earning revenue, number of tons carried one mile, average distance haul of one ton, average amount received for each ton of freight, estimated cost of carrying one ton one mile, total freight earnings, freight earnings per mile of road, and freight earnings per train mile.

TRAIN MILEAGE.

Twelve roads report miles run by passenger trains, 8,235,984. Sixteen roads report miles run by freight trains, 9,431,865. Seventeen roads report miles run by mixed trains, 1,265,840. Twenty-three roads report miles run by trains earning revenue as 23,737,409. Nine roads report 4,108,316 miles run by switch engines, and the same roads report grand train mileage of 30,196,312.

CAR MILEAGE.

Statistical table, or car mileage, will be found in this report, which gives the mileage of loaded freight cars, North or East, South or West mileage of empty cars, same directions, average number of cars in train, loaded and empty, average number of tons of freight in train with mileage upon which based.

General Report.

FREIGHT TRAFFIC MOVEMENT.

(Company's Material Excluded.)

Products of Agriculture, June 30, 1899, to June 30, 1900.

Grain.....	2,268,436
Flour.....	853,549
Other mill products.....	171,585
Hay.....	152,658
Tobacco.....	41,877
Cotton.....	
Fruit and Vegetables.....	410,127
Other Agricultural products.....	157,718
Total freight tonnage.....	4,055,950
Freight originating on roads in Wisconsin.....	2,304,577
Freight received from other roads and connecting roads and other carriers.....	1,751,373
Total freight tonnage.....	4,055,950

Product of Animals.

Live stock.....	353,097
Dressed meats.....	40,108
Other packing house products.....	95,228
Poultry game and fish.....	68,406
Wool.....	15,093
Hides and leather.....	61,568
All other.....	1,670
Total Freight Tonnage.....	635,270
Freight originating in Wisconsin.....	321,284
Freight originating outside Wisconsin.....	313,986
Total Freight tonnage.....	635,270

Product of Mines.

Coal Anthracite.....	904,392
Coal Bituminous.....	2,550,878
Coke.....	1,690,994
Ores.....	2,677,388
Stones and other like articles.....	1,341,201
Other products of mines.....	194,084
Total Freight Tonnage.....	9,358,937
Freight originating on road in Wisconsin.....	3,170,575
Freight originating outside Wisconsin.....	6,188,462
Total Freight Tonnage.....	9,358,937

General Report.

Product of the Forests.

Lumber.....	6,054,773
Other forest products.....	1,085,030
Total Freight Tonnage.....	7,139,803
 Freight originating in Wisconsin.....	 6,433,496
Freight originating outside Wisconsin.....	705,307
Total Freight Tonnage.....	7,139,803

Manufacturers.

Petroleum and other oils.....	71,704
Sugar.....	85,524
Naval stores.....	225,968
Iron, pig and bloom.....	510,010
Iron and steel rails.....	1,120,705
Other castings and machinery.....	187,791
Bar and sheet metal.....	384,487
Cement, brick and lime.....	491,222
Agricultural implements.....	252,443
Wagons, carriages and tools.....	77,730
Wines, liquors and beer.....	508,641
Household goods and furniture.....	135,434
Other wares, not classified.....	16,865
Total freight tonnage.....	4,068,524
 Freight originating in Wisconsin.....	 2,569,819
Freight originating outside Wisconsin.....	1,481,840
Freight unclassified.....	16,865
Total freight tonnage.....	4,068,524

Merchandise and Miscellaneous.

Merchandise.....	1,438,723
Miscellaneous.....	2,054,319
Total freight tonnage..	3,493,042
 Freight originating in Wisconsin.....	 2,022,297
Freight originating outside Wisconsin.....	827,352
Freight not classified....	743,393
Total freight tonnage.....	3,493,042

General Report.

RECAPITULATION.

(28 roads reporting.)

Products of agriculture.....	4,055,950
Products of animals.....	636,270
Products of mines	9,358,937
Products of lumber.....	7,139,803
Products of manufacturers.....	4,068,524
Products of merchandise.....	1,438,723
Miscellaneous	2,054,319
	<hr/>
	30,751,521

DESCRIPTION OF EQUIPMENT.

Tables are given showing the number and kind of cars in the passenger services, of all roads in this state, together with a description of the kind of brakes and automatic couplers. These reports are incomplete, as only about one-half of the roads have reported fully.

MILEAGE OF ROADS OPERATED.

Miles of single track.....	6,250.63
Miles of second track.....	226.91
Miles of third track	1.62
Miles of fourth track	9.97
Miles of yards, tracks and sidings.....	1,275.09
Total miles operated, all tracks	7,756.92

LINE REPRESENTED BY CAPITAL STOCK.

Main line	6,456.88
Branches and spurs	1,076.44
Line of proprietary companies	16.06
Line operated under lease	17.33
Line operated under contract.....	66.02
Line operated under trackage rights	111.30
New line constructed during year.....	135.97

RAILS.

Iron	633.29
Steel	6,969.09
	<hr/>
Total mileage operated	7,602.38
Report of thirty-two railways.	

General Report.

RENEWAL OF RAILS AND TIES.

During the year from June 30, 1899, to June 30, 1900, the railways laid new rails, 115 tons of iron rails and 55,746 tons of steel rails, mostly eighty to ninety pounds weight per yard. The price ranged from \$19.80 to \$35.00 per ton.

There were 2,284,304 new cross ties laid during the year of various kinds of wood, including oak, pine, tamarac, hemlock, elm, butternut, cedar, etc. The oak ties cost about 35c, cedar 22c, elm 20c, butternut 20c, tamarac 17c, hemlock 25c, pine 24c, etc.

FUEL.

Consumption by locomotives. The total tonnage of fuel consumed appears to be 2,362,443.30, and the miles run by locomotives 55,425,723.38.

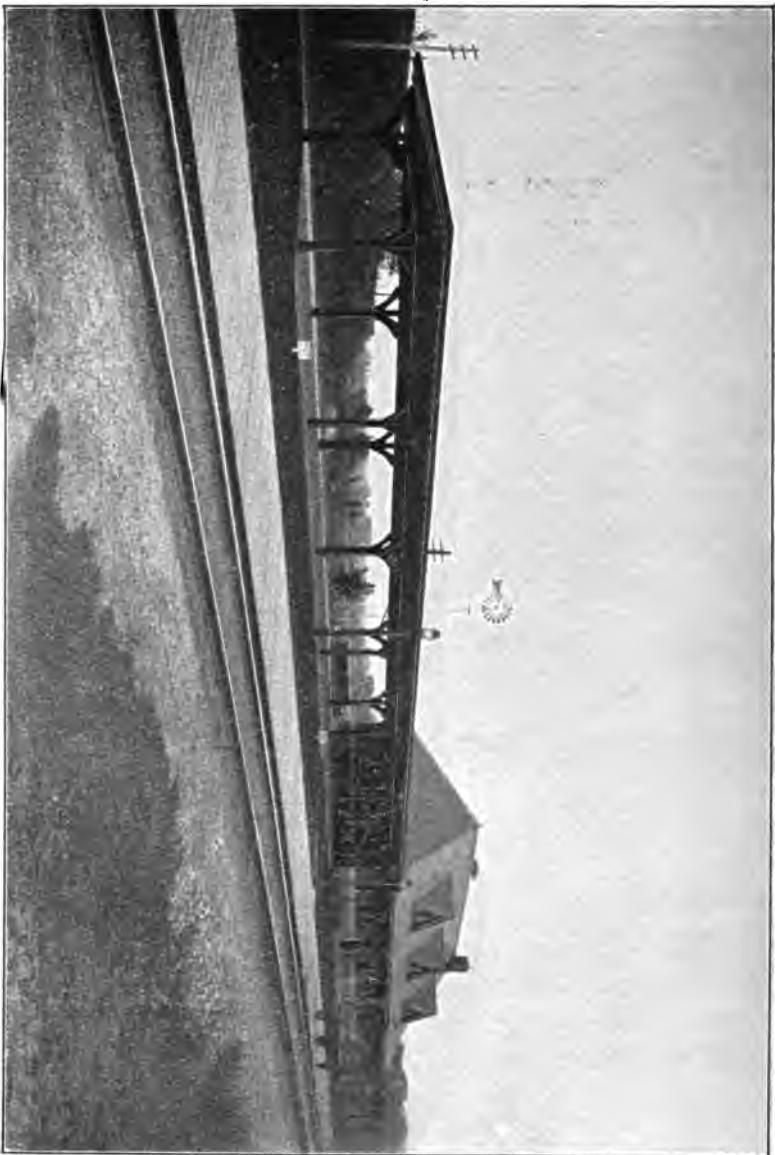
ACCIDENTS TO PERSONS.

Trainmen.

	Killed.	Injured.
Coupling and uncoupling cars.....	14	33
Falling from trains and engines.....	7	22
Overhead obstructions.....	1	1
Collisions.....	1	10
Derailments.....	2	8
Other train accidents.....		5
At stations.....	3	17
Other causes.....	3	23
Total.....	31	119

Employes, Switchmen, Flagmen and Watchmen.

	Killed.	Injured.
Coupling and uncoupling.....		3
Falling from trains and engines.....	1	5
At stations.....		3
Other causes.....	1	3
Total.....	2	14



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—PEWAUKEE,

General Report.

*Employees, Other Than Trainmen, Switchmen, Flagmen and
Watchmen.*

	Killed	Injured.
Coupling and uncoupling.....	1	2
Falling from trains and engines.....	3	5
Collisions.....	3	2
Deraillments.....		6
At stations.....	8	22
Other causes.....	15	60
Total.....	30	97
Grand total employees killed, 63; injured, 230.		

ACCIDENTS TO PERSONS.

Passengers.

Collisions.....	6	22
Deraillments.....		28
Other train accidents.....		4
At stations.....	3	9
Other causes.....	1	10
Total.....	10	73

Trespassers.

Collisions.....	1	1
Other train accidents.....	2	1
At highways.....	7	4
At stations.....	57	23
Other causes.....	54	29
Total.....	121	58

Not Trespassers.

At highway crossings.....	30	17
At stations.....		1
Other causes.....	4	
Total.....	34	18

CHARACTERISTICS OF ROAD.

Statistical tables show the totals, number of curves, aggregate length of curved line, length of straight line, ascending grades, descending grades, giving number, sum and aggregate length of each.

General Report.

Tables on bridges, trestles, tunnels, etc., giving number, aggregate length, minimum length, maximum length, kind of material used, overhead highway crossings, conduits, etc., are also fully described.

TELEGRAPH.

Owned by Railroad Companies.

Miles of line.....	3,438.42
Miles of wire.....	12,871.75

Operated by Railway Companies.

Miles of line.....	1,319.61
Miles of wire.....	4,078.04

See statistical table for full details.

CONDITION AND MANAGEMENT OF RAILROADS.

The law makes it the duty of the railroad commissioner to inquire into and report the condition and management of the several railways doing business in this state. He shall examine and ascertain the pecuniary condition and manner of management of every such railroad corporation.

There are now in this state some fifty odd railroad corporations operating about seven thousand miles of railroad, with a capital stock of 109 million dollars and a bonded indebtedness of 149 million dollars. Each of these companies have general offices and some twenty-five thousand employees.

In addition to the steam railways the last legislature made it the duty of all street railways, electric, or other power, to report to the railroad commissioner. Twelve hundred or more assessors make a report to this department every year. The law makes it the duty of the railroad commissioner to prepare and publish and distribute twenty-five thousand state railroad maps. There are a couple of hundred complaints made annually by the citizens of the state, alleging overcharges, discriminations and other unlawful acts on the part of the railway com-

General Report.

panies. The daily letters are numerous. Investigations of all kinds of complaints are demanded by the public. All the railroads have to be inspected, blanks have to be prepared for reports, reports have to be checked up, a report has to be prepared annually and filed with the state treasurer, showing the amount of tax due from each road, the cost of each road, the amount of capital stock, bonded indebtedness, and total expenses of each road; the gross earnings, the net earnings, amount of dividends paid, the amount of deficit, if any, the gross earnings per mile of road, and the number of miles operated by each road. Also make a biennial report to the governor, and make such recommendations as he thinks proper for the consideration of the legislature. All these things, and a good many more, is expected, all of which the law provides shall be done by the commissioner and his deputy.

The statutes provide that "such deputy shall perform all the clerical labor in said office and the commissioner shall not be entitled to any other clerical assistance."

It is needless to say that the work cannot be done in a thorough manner, and that the department should have several more employes to do the work in proper shape.

The railway companies have been all prosperous for the past three years. Traffic has been heavy and rates satisfactory to the companies.

The St. Cloud, Grantsburg & Ashland Ry., and the Duluth Short Line were purchased by the St. Paul & Duluth, and thereafter the Northern Pacific purchased the latter road.

The Wisconsin Central Ry. Co. has been re-organized. The new company has included in its property the Packwaukee & Montello, the Milwaukee & Lake Winnebago, and the Chicago, Wisconsin & Minnesota.

The Kickapoo, Valley & Northern has become the Wisconsin Western, on the sale of the former property by the receiver.

The only railway in the state in the hands of a receiver is the Washburn, Bayfield and Iron River Ry.

Elsewhere will be found the history of each road in this

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state, also the report of Consulting Engineer Wm. H. Henby, which gives valuable details as to the condition of bridges, trestles, tunnels, etc., of the several railways of the state.

RATES.

The question of rates is the most difficult and perplexing that confronts the Commissioner. The fundamental principles of our nation and state laws are that all charges on interstate and state commerce shall be reasonable and just; that there shall be no unjust discrimination in favor of individuals, firms, corporations, cities or sections of the country; that all charges shall be open to the public and shall have reasonable stability; that classification of articles, rules and regulations for their carriage shall be reasonable; that carriers shall not unjustly discriminate in interchange with connection, on traffic destined to points beyond termini; that dissimilar circumstances and conditions may justify a lesser charge for a longer than for a shorter haul, and that the national and state commissioners shall pass upon alleged violations of these principles and pronounce judgment subject to appeal to the courts.

In our state, should the commissioner's ruling not be obeyed by the corporation complained of, he is directed to certify the proceeding to the attorney general, who may in his discretion bring an action in the proper court to compel the corporation to comply with the order of the commissioner.

The law of this state on the subject of reasonable rates is found in sections 1798, 1798a, and 1803, Wisconsin Statutes of 1898.

Section 1798 declares that all rates shall be reasonable; that there shall be no discrimination or preference shown to anyone by railroads. Section 1798a fixes a maximum of three cents per mile as passenger rates on all railroads earning three thousand five hundred dollars per mile per annum.

This section should be repealed for the reason that should the commissioner in the future determine that a lower rate than

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three cents per mile on this class of roads was just and reasonable, this section might stand as the reasonable maximum rate fixed by the legislature.

Section 1803 fixes the rates on passengers and freight in force on the Chicago, Milwaukee & St. Paul Railway, Western Union Ry. Co. and Chicago & Northwestern Ry. Co., June 15, 1872, as the maximum; this section should also be repealed.

It only affects two railway companies out of the fifty-one now doing business in the state, and in case the commissioner should promulgate a reasonable tariff of rates and a proper classification of commodities, this law might be construed by the courts to fix, as far as the companies named are concerned, a reasonable maximum rate. For the further reason, assuming that this section fixes the maximum rate for the Chicago, Milwaukee & St. Paul Railway, and the Chicago & Northwestern Railway, the other railway companies in this state have no restriction; they have no maximum that is applicable to them whatever. This law is now nearly twenty-nine years old, and the railroad companies are charging a great deal less than the rates in effect in June, 1872, and it is doubtful if the rates will ever be as high again as they were at that time.

The trend of public thought for a generation has been toward statutory regulation of railroads, and supervision of them by commissioners, acting under authority of law.

The underlying principle is that charges must be reasonable and just for the service performed by the carrier for the public. This opens a vast field of inquiry to those who are charged with determining the scales of just and reasonable charges under different circumstances and conditions throughout the country. There are railways in this state that have cost nearly \$100,000 per mile and others that have cost \$10,000. There are systems with their terminals that can not be duplicated for twice what they cost. There are nearly level lines, with tonnage and travel ten times as dense as others of like gradients. There are railroads paralleling water routes, and railways nearly 100 miles

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from navigable waters. Some are subjected to floods and inundations and other to snow drifts and land slides, and still others to all these combined. Some furnish luxurious transportation for passengers at speeds of 60 to 75 miles per hour, while others can provide only doubtful accommodations at one-half the speed. Some have two excellent main tracks to insure safety and despatch, while others have but an inferior single track, which is maintained, in a passable condition with difficulty by small traffic and from narrow revenues.

The securities of many railways represent actual money expended, while those of others stand for fictitious values. Some corporations are candid in their statements; while others are secretive. Some have large floating liabilities which they show, others appear to have them, which in all instances are not disclosed; still others have none at all. Some use coal at a cost of five dollars per ton; others at a dollar or less, because of location. Some pay 15 cents others 50 cents for cross ties; some owing to locality pay 20 per cent. more for steel rails than others. Mention is made of these few of the many things that enter into a consideration of what is a reasonable and just compensation for the railways to receive, so that the difficulties that confront a commissioner or a court in determining fairly and intelligently an issue presented may be illustrated.

While the law of this state at present is plain that unreasonable rates shall not be charged, demanded or received by railways—there may be some doubt whether or not the railroad commissioner is authorized to fix a reasonable maximum schedule of rates and enforce the same. I have assumed such authority in the case of the Milwaukee Chamber of Commerce vs. the Chicago & Northwestern, and the Chicago, Milwaukee & St. Paul Rys. and made an order taking effect November 15, 1899, reducing the rates on grain from some two hundred stations in this state to Milwaukee, reducing thereby the gross income of these railways some two hundred thousand dollars per annum, and leaving that amount in the hands of the producers. Such

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laws should be enacted as would give the commissioner authority to promulgate a reasonable tariff of freight and passenger rates and a proper classification of freight within the state, together with sufficient power to enforce such rates.

MAPS.

The law provides that the Railroad Commissioner shall publish biennially, 25,000 railroad maps, 22,000 of which are mounted; 8,000 of the latter are turned over to the State Superintendent of Public Instruction to be distributed among the school districts of the state.

The life of a map is longer than two years, and the changes in railway lines is not sufficient in two years to warrant the issuance of a new map so often. The cost of each edition is approximately \$10,000.00.

The issue could be reduced 8,000 to superintendent, except every fourth year, and a much cheaper map could be provided for, saving an average of \$5,000.00 per annum.

STATISTICAL TABLES.

The statistical tables for the year 1900 have been prepared with great care. The amounts chargeable to the several expense accounts and the credits to income account, have been apportioned by this department, as well as all other tables in the case of inter-state railways.

There was a great deal of hard work done and considerable time spent in preparing these tables, with the hope that hereafter this department would be so constituted as to be able to continue these deductions, thus making the statistical tables of some value to the public for comparative purposes.

INTERLOCKING PLANTS.

During the incumbency of the present commissioner, eight permits have been issued for interlocking plants, and one safety

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crossing device. Plans and specifications of these several devices are now on file in this office, as provided by law. There are now in Wisconsin nearly one hundred interlocking and derailling devices in operation, all of which when inspected were found in perfect working order, and apparently in charge of competent operators.

PENSIONS.

The Chicago & Northwestern Railway company has inaugurated a pension system for all its employes, number about 27,000, of which 7,407 are employed in this state. The matter of creating a pension system for the Northwestern was first brought before the stockholders of the company last June, and on December 12, 1900, the directory decided that the plan should be adopted.

It will take time to demonstrate the practical workings of the plan, but it is an honest endeavor on the part of the moneyed interest of the corporation to convince the employe that if he regards the company's interest as he would his own, he has a moral certainty of employment, fair wages and a pension in his old age.

WAREHOUSES.

There is no law in this state requiring warehouses or grain elevators to report to this department. The necessity of such a law has become apparent. Nearly every state has found it necessary to exercise more or less control over elevators and warehouses, and unless there is some supervision over the buyers of agricultural products, such as grain, tobacco and live stock, the seller is to a considerable extent at the mercy of the buyer. I have found in my experience of two years that the local market price of the products of the farm are not always governed by the rate charged by the railroad companies to the ultimate market, but that frequently the lower price is paid at

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the point where the rate is the lowest; and a higher price is often paid where the rate is the highest. The buyer having a monopoly, fixes the prices according to circumstances and not upon the rate of transportation to market.

HIGHWAY CROSSINGS.

The frequency of accidents at highway grade crossings is well known to all. I believe that the number of grade crossings could be greatly decreased by legislation looking toward the gradual increase of overhead and underway crossings.

The town, county and state, as well as the railway companies should contribute to the building of overhead and underway crossings.

The railroad commissioner should be empowered to condemn or order changed crossings that are manifestly dangerous to the traveling public and trainmen alike.

There are a great many grade crossings in the state that are exceptionally dangerous and they should be abolished. The railroad commissioner should have power to cause their separation, and also the power to prohibit the future establishment of grade crossings of steam roads with street and highway crossings, and also of electric, with steam roads, where it is at all practicable to construct an overhead or underway crossing.

This is one of the important matters for the safety of travelers on highways, railway employes, and to a certain extent the patrons of the railroads, that should have careful consideration by the law makers.

LOGGING RAILROADS.

This department has endeavored to locate all railroads in the state of all kinds. There has been found a number of logging railways in the state, some of which have paid taxes to the state and others have been assessed locally; others have paid no tax at all. The various duties of the limited force in this office

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have prevented from going into the matter of classifying these roads as they should be. Some of them, have during the past two years, paid taxes to the state on the basis of five dollars per mile. The great majority, however, insist that they are not railroads in the sense of being common carriers. C. F. Latimer, secretary of the Ashland, Siskiwit & Iron River Logging R. R. says: "Ours is a strictly private corporation, doing our own work in our own way, asking no favors from the state, accepting no public land, carrying no passengers, nor doing anything that would be called railroad business any more than an ordinary lumber company would be doing." John S. Owen, president of the John S. Owen Lumber Co. of Owen, Wis., writes: "We have in operation at Owen, Wis., a logging railroad five miles long, and are building a five mile addition. We are not organized under the law, so have no right of condemnation, nor do we do any business except for ourselves." The John R. Davis Lumber Co. of Phillips, Wis., are operating what is known as the Phillips Spur, which runs in an easterly direction from the city of Phillips about twelve miles, also is known as the Coolidge Spur, which branches off from the main line about one mile north of Coolidge station, and runs in an easterly direction for about six miles.

The Empire Lumber Company of Winona, Minn., is operating a standard gauge railway in Douglas county, Wis., running from Dedham Station on the Eastern Ry. of Minnesota to the St. Croix river, about 30 miles long. They report that it is purely a private enterprise and will not be engaged in public business at all.

The Shell Lake Lumber Company of Shell Lake, Wis., are operating twelve to fourteen miles of narrow gauge railroad equipped with two locomotives and sixty logging cars. Mr. W. R. Bourne, manager, writes, among other things: "It would be hard to give the information you ask for about terminals for the reason that the track is laid as required through logging works, in some instances staying only two or three

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weeks in a place. We have at present perhaps twelve or fourteen miles of track laid, of this line. Eight miles will be completely cleaned up and the track removed within the next five weeks. We shall then build in a new location, perhaps, four miles of road for next winter's work. Our road is graded and fitted up for this purpose, and as the track is removed the grade is turned over to the town for highway purposes.

Wm. Holmes & Son, railroad loggers and jobbers of Menomonie, Mich., owns about 30 miles of logging railroad, most of which is in Wisconsin. This company is now paying a tax to the state.

The Quinnesse Logging Company of Marinette, Wis., is operating about 14 miles of private logging railways, and do not pay a state tax.

The Bird & Wells Lumber Company of Wausaukee, Wis., are operating six miles of standard gauge railroad. Mr. H. P. Bird, secretary and treasurer, writes: "Our railroad extends from our mills, in the village of Wausaukee (Sec. 36: 34:20) in a northwesterly direction, on the north side of the Wausaukee river, and terminate in Section 9 and 10-34-20, being built and used exclusively to land logs to our mill; is six miles long, standard gauge 4' 8½". It is altogether our own property and used for same purpose as we formerly used sleds and horses. No freight or passengers are ever hauled except such as pertains to our logging works.

Geo. E. Wood Lumber Company, of Woodboro, Wis., are operating five miles of logging railroad.

The Dessert Lumber Company of Mosinee, Wis., through their attorneys, Mylrea & Bird, write: "The Dessert Lumber Company have referred to us a lot of blanks received from your office. We have been their attorneys for years and have each year informed your department that this company is in no wise engaged in the railway business any more than hauling their own logs to the mill. They do not carry freight or passengers or run any regular trains or haul timber or logs for any

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one but themselves. Under these circumstances we do not consider that they are a railway company and required to report to your department, or pay taxes as a railway company."

The following letter received from Ryan, Hurley & Jones of Wausau, Wis., explain fully the position of the Joseph Dessert Lumber Company of Mosinee, Wis.:

Wausau, Wis., Jan. 17, 1900.

HON. GRAHAM L. RICE, Railroad Commissioner:

Dear Sir:—Our client, the Joseph Dessert Lumber Co., of Mosinee, Wisconsin, has sent us some blanks for reports of railroad companies received by it from you, and has asked our advice as to how the same should be filled out, or what should be done, in as much as the nature of the information called for seems to be such as to suggest that this class of reports is not required from the owners of private logging railroads who are doing business only for themselves.

The Joseph Dessert Lbr. Co. may perhaps properly be called the owner of a small railroad; it owns an engine and some log cars, and has right of way, the greater portion of which will expire in 1901, having been granted in 1891 to expire in ten years. The road is about fourteen miles long, and is connected with the C. M. & St P. R. R., which owns the rails. It was built under an agreement with that company, such as is commonly made between the railroad companies and lumbermen concerning private logging roads.

Sec. 1795 R. S., as amended, seems to relate to the ordinary railroad company that operates as a common carrier, doing business for others, and this seems to be the interpretation put upon it by your office in preparing the blanks for reports, if the forms of blanks received by the Dessert Lbr. Co. are all you have prescribed for this purpose.

If you have other forms applicable to private logging railroads, please send them. If on the other hand you intend these forms to cover both classes of railroads,—common carriers and private logging roads, let us know, and we will fill out the few blanks that can be filled out in these, and return them to you.

It seems to us, and so it seems to our client, that the purpose of the information required by this class of reports must be chiefly to inform the State Treasurer as to the amount of tax which should be paid under the general provisions of law making the tax upon railroad companies a tax upon gross earnings. The Jos. Dessert Lbr. Co. could make no statement of gross receipts, as its railroad does not carry freight for anyone else, nor passengers.

Looking over these forms which the company has been requested to fill out, we will make the following suggestions:

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A. As to the forms called "Statistical Report."

1. The first item, viz.: statement of the actual cost of the road, could probably be approximately ascertained, but as the road was built some years ago, it would necessitate a long and painstaking search through a vast number of items of expenses, and even then would probably be imperfect, especially as to payments for labor expended in construction and repair of roadbed. It would involve a great amount of labor to look it up thoroughly at this time, and unless you think, after considering the fact that this railroad is a mere private affair, and not a common carrier, that the report is necessary, or required by statute, we would like to be saved the trouble of looking the matter up.

2. As to all those items, 2 to 8 inclusive, all that could be said would be that there has been no gross receipts, no net earnings, no interest, nor rentals.

3. As to "Amount paid during the year" for construction, equipment and operation, these could probably be hunted up and stated approximately. As to taxes paid, the company has paid taxes upon all its property, but whether there has been any separation in the tax roll of its engine and cars from its other personal property, we don't know. As to the items of interest, rents and dividends, there would be nothing. The Joseph Dessert Lbr. Co. is a large logging and lumbering concern located at Mosinee. It has an extensive sawmill plant there, planing mill, etc. and a large mill-yard, with a stock of lumber. Whatever dividends the company declares are upon its whole business, of which the railroad is a part. The work done by the railroad goes into the pool just the same as the sawmill and planing mill work. There is not and cannot be any separate account kept of the earnings of either road, sawmill or planing mill.

4. As to "Itemized statement of earnings for calendar year 1899," it will readily be seen for the reasons before stated, there have been no earnings in the sense of doing work for others for which payment has been made, and while it is to be assumed that the company has been able to haul its logs cheaper on this road than it could by teams, and there may have been earnings of the road in that sense, it would be absolutely impossible to make any *statement* of such earnings. Nothing better than an *estimate* could be given, and of course that is not what you require from *railroad companies*. We might as well suggest here that the Joseph Dessert Lbr. Co. is not a railroad company.

B. As to the form "Statement of Monthly Earnings" — and as to each branch thereof — "Passengers," "Freight," "Mail," "Express," etc., you will readily see from what has been said already that there would be nothing in this applicable to the Joseph Dessert Lbr. Co.

C. As to the form "Statement of Monthly Expenses," most of what we have said regarding the same items in the blank requiring statement of "Amount paid during the year" would be applicable here. There would be no interest, rentals, or dividends. General taxes not being levied

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- monthly there would be nothing under that head, as there might be in a city where water, light or other special taxes were collected monthly. "Operating expenses" could be ascertained in part if the same men are
- *constantly* employed to operate the engine and cars. But a private logging road is not operated every day. It is operated when there are logs to be hauled. Most of the men who operate it are employed at other things when the logging train is not running.

Please inform us whether in the light of the facts and explanations herein given you still require a report from this company.

Yours truly,

Dic. R.

RYAN, HURLEY & JONES.

The Upham Mfg. Co. of Marshfield, Wis., writes: "The only railroad this company operates is a short line of logging road which starts at Marshfield and ends in the woods. There is perhaps six or seven miles of track laid, but it is only used a month or two in the year to haul in a few logs landed along the same.

The H. W. Wright Lumber Company of Merrill, Wis., writes: "We have graded a roadbed from Glenbrook to Trout Lake, about $5\frac{1}{2}$ miles long, which the C., M. & St. P. Ry. Co. are operating. The St. Paul Company furnished the iron and laid the ties, while we graded the roadbed and furnished the ties. The St. Paul Company use this only to haul logs to our mill. We have considerable timber in the vicinity of Trout Lake which we are hauling over this line, but are not operating it ourselves, as it is operated in every particular by the C., M. & St. P. R. R. Co.

The Genessee Quarry Company of Genessee, Wis., was accused by this department of owning and operating a railroad upon which it paid no tax to the state. They write: "We own a side track or switch but do not operate any steam or electric railway or cars, simply receiving principally freight flat cars which are owned by the C., M. & St. P. Ry. Co., which they place on our side track for us to load them with shipments of stone."

The Brown-Robbins Lumber Company of Rhinelander, Wis., writes: "We have just found time to look over the blank books.

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you sent us a short time ago for filling out and find that our logging railroad would cover but very few items in same, as we do not carry any passengers or freight, but simply haul logs for our mill.

In reply to the above letter this office sent the following letter to Messrs. Ryan, Hurley & Jones:

Office of R. R. Commissioner,
Madison, Wis.

Ryan, Hurley & Jones, Wausau, Wis.,

Gentlemen:—Your favor of the 17th inst. at hand relative to the Joseph Dessert Lumber Company making report to this department.

It is hard to tell where to draw the line in the matter of persons or corporations owning and operating a railroad in this state, as to just what kind of a railroad should report. I have concluded for the present at least not to insist upon reports from lumber companies engaged only in hauling its own logs and supplies and not doing business as a common carrier. But where a lumber company does a general railway business, over all or part of its railway, it will be called upon to make the report and pay five dollars per mile tax to the state. The legislature last winter passed a law making it the duty of each town and city assessor in the state to report to this office the names of all railroads, steam and electric in their respective towns and cities. This legislation was brought about I understand, with a view to making logging railways pay state tax. It was argued before the legislature that these logging railways, or many of them, pay no tax what ever; that when the assessors came around they said, "we are a railroad and you can't assess us;" and when the State Treasurer asked for a report and tax, they held up their hands and said: "We are a lumber company."

Yours respectfully,
GRAHAM L. RICE,
Railroad Commissioner.

I would earnestly recommend that the coming legislature enact laws as will clearly define the taxable position of these logging railroads.

TAXATION.

I shall give only a brief statement of how the matter of taxation of railroads looks to me, from my limited experience in the department.

The law at present taxes railways on the gross earnings plan

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and is found in section 1213, statutes of 1898, and is as follows:

"Amount of license. Section 1213. The annual license fees for the operation of such railroad within the state shall be as follows:

1. Four per centum of the gross earnings of all railroads, except those operated on pile and pontoon or pontoon bridges, whose gross earnings equal or exceed three thousand dollars per mile per annum of operated railroad.

2. Three and one-half per centum of the gross earnings of all railroads, except those operated on pile and pontoon or pontoon bridges, whose gross earnings equal or exceed two thousand five hundred dollars and less than three thousand dollars per mile per annum of operated railroad.

3. Three per centum of the gross earnings of all railroads except those operated on pile and pontoon or pontoon bridges, whose gross earnings equal or exceed two thousand dollars and are less than two thousand five hundred dollars per mile per annum of operated railroad.

4. Five dollars per mile of all operated railroads, except those operated on pile or pontoon bridges, whose gross earnings equal one thousand five hundred dollars per mile per annum, and are less than two thousand dollars per mile per annum of operated road, and in addition, two and one-half per centum of their gross earnings in excess of one thousand five hundred dollars per mile per annum and under two thousand dollars per mile per annum.

5. Five dollars per mile of operated road by all companies whose gross earnings are less than fifteen hundred dollars per mile per annum.

6. Two per centum of the gross earnings of all railroads which are operated on pile and pontoon or pontoon bridges, which gross earnings shall be returned as to such parts thereof as are within the state.

One half of all the license fee shall be paid at the time the license is issued and one half on or before the 10th day of August in each year."

The question for the commissioner to determine is, What are gross earnings? And it is upon this question that this department and the railway companies cannot always agree.

Among the items of gross receipts over which we have disagreed are gross amount received or charged for switching, gross amount received or charged for car mileage, gross amount received for rentals of tracks, yards and terminals, gross amount of interest or dividends received for stocks and bonds owned, gross amount of interest on deposits, gross amount of interest and exchange received from loans and discounts, gross receipts of elevators owned, gross receipts of store houses.

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We have insisted that the above items of gross receipts should be reported as taxable property. The railway companies generally object and insist that they pay out more than they receive for car mileage and switching. Hence there are no receipts from these sources. They claim that rentals received for tracks, yards and terminals is double taxation as the company renting pay on the gross earnings, that the earnings of the money in the other items is not derived from operation of the railway.

I mention these matters in order that in case the present system of gross earnings tax is continued the legislature might define what gross earnings of railways are taxable and remove this uncertainty.

In the early days of railroad building, taxation was little thought of, and in many western states charter exemptions from taxation was granted, from which much litigation resulted. The state of Illinois was wise in granting a charter to the Illinois Central Railway Company by including a provision in the charter that in lieu of the many benefits granted the company pay to the state each year seven per cent. of its gross earnings within the state.

This rare and noticeable instance of forethought in statesmanship secured a permanent income to the state, increasing with the growing prosperity of the road.

In Missouri, and many other states, railway property, as other corporate and individual property, is assumed to be assessed at its "cash value;" that is, at what the assessors say is the cash value, the attempt being made to adapt the general property tax to railway property.

In other states, like Michigan, Minnesota and our state, the tax is levied upon gross earnings, although recently the constitution of Michigan has been amended so as to authorize a tax upon value as other property is taxed.

The tax upon gross earnings, while easily ascertained, and thus free from the difficulty encountered in ascertaining the value, is open to economic objection that it discriminates against

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the companies which have heavy operating expenses with small profits, and in favor of those who have smaller earnings with a larger per cent. of profit, and is also open to the practical objection that it is difficult to adjust the rate of tax upon the earnings so as to produce a seemingly equality of taxation as compared with the property tax upon other property.

On the other hand, where the tax is upon value, that is, upon the state's share of the entire value, as above explained, there are obvious difficulties in determining that value. The supreme court of the United States has sustained the rule of valuation of adding the value of the funded debt to the cash value of the shares, saying that this fixes the value by the action of those who can best estimate it.

In some states this is applied by taking the market value of the funded debt if at par or below and adding thereto the market value of the shares. There is difficulty, however, arising from the fluctuating market value of the shares.

In most of the states enforcing the tax upon value, there is no fixed standard, but the assessment is left to the judgment of the assessors, and their finding, as a rule, is not reviewable by the courts.

Assessment of the roadbed by county assessors has been found impracticable, and the system has been very generally established in the different states of assessing the entire roadbed in a state by a state board, who apportion the same to the different counties and cities along the line; the local property, however, not directly connected with the roadbed being assessed by the local assessor.

This apportionment of the value of the entire roadbed in a state to the different counties and cities according to mileage, is open to the objection that it discriminates against the cities where valuable terminals are located, as that value is distributed through all the counties along the line.

This assessment by state boards secures uniformity of valuation, as between the counties along the line of the road, as to

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the roadbed and rolling stock, but it is found practically impossible to secure uniformity with other classes of property.

It is notorious that property is not assessed at its cash value anywhere, except when the assessor succeeds in reaching money or securities in the hands of the trustee or administrators. This practice of under-valuation is so common that in some states it is recognized by statute, and in the state of Illinois the practice of assessing one-fifth the cash value is adopted.

In the state of Missouri a careful investigation recently disclosed that railways are assessed at about 37 per cent. of the full market value of their securities on the basis of their mileage in the state, while the average assessment of farm property was considerably less, about 33 per cent., in some counties being as low as 20 per cent.

This inequality in taxation, resulting from unequal assessments, is often invoked as a ground for judicial interference.

It is clear that inequality in taxation is produced as certainly by inequality in assessment as by inequality in the rate of the tax.

In view of the difficulties, both in the taxation upon value and upon gross earnings, it would seem the most just and fair method of taxation is upon the net earnings upon the mileage basis. Under such form of taxation the railway company would pay according to its ability from its income after paying operating expenses; that is, the income available for dividends, interest, or surplus. There should in addition to the net earnings tax be imposed a mileage tax to cover logging railways and other small roads not connected with the interstate railways.

The steam railroad tax paid to the state the past five years has been:

1895	\$1,175,752 52
1896	1,172,793 62
1897	1,265,094 54
1898	1,360,493 92
1899	1,519,434 87

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BRIDGE RECORDS.

The department has prepared a new blank for bridge records of all railways in this state, and require of all to fill out and return same to this office.

It embraces the following information: Number of bridge, mile post, name of crossing, description of bridge, number of spans, length of spans, total length, size of stringers, number of stringers, size of ties, size of caps, when built, superstructure, substructure, kind of masonry, kind of piles, height of highest bent ground to top of cap, average length of piles in ground, number of piles in bent, method of bracing frame: bridges, etc., etc. This information gives the full history of all bridges.

DEPOTS.

The railroad depots in Wisconsin, it is fair to say, on the whole, are of a better character and better equipped for the accommodation of the traveling public than in some of the western states, they being in the main in good repair, sufficiently lighted and heated, provided with necessary conveniences, telegraph offices, etc.; and it may be said that the several agents in charge keep their waiting rooms, as a rule, cleanly and comfortable.

Among some of the modern and up-to-date depots on the lines of the C. & N. W. Ry., special mention might be made of the new depot recently opened at Beloit. This is a fine structure provided with all modern conveniences, spacious waiting rooms, electric light, steam heat, etc., and under the efficient management of Agent Edgar A. Howell. Beloit is to be congratulated upon so creditable an acquisition. At nearly all other points on this line, excellent facilities for the traveling public are maintained, among which particular attention might be called to Milwaukee, Green Bay, La Crosse, Janesville, etc.

However, the rule is not infallible, and the inspection disclosed some depots along the lines referred to which are not pro-

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vided with conveniences which might reasonably be expected by its patrons. In some instances storage room for the handling of freight is wholly inadequate, and agents at those depots are unable to care for goods and commodities properly. At some depots agents are compelled to store perishable freight, such as some of the dairy products, in the waiting rooms to protect it from the inclemency of the weather for several hours, and sometimes much longer. In such cases, where the waiting rooms are small, and the number of cheese boxes somewhat numerous, the traveling community who are waiting for trains sometimes seriously complain, particularly if the day is cold, and the stove in the waiting room small. A case for illustration, which would appear to be fairly in point, is at St. Cloud, on the Sheboygan & Western line,—and similar instances on file in this office.

At Baraboo, on the main line of the Chicago & Northwestern Railway, a better depot is urgently demanded by citizens and patrons, and the inspection disclosed the fact that their demand was not without merit.

In some instances depots are not in keeping with the patronage which they receive. One case may be cited at Racine. At this prosperous city the C. & N. W. Ry. do an enormous business; in fact the business done with the railroads at Racine is among the best done at any station in Wisconsin, while its depot facilities are not of the best. However, the commissioner was informed by those in authority that better things in the way of passenger depots are in store for the citizens of Racine in the very near future.

At Spooner, on the Chicago, St. Paul, Minneapolis & Omaha Ry., patrons are clamoring for better depot facilities. On the line of the Chicago, Milwaukee & St. Paul, at Mineral Point, the accommodations will stand improvement; while at Marinette, on the line of the above road, the depot appears to be inadequate, and patrons are much in earnest in asking that the old depot be replaced by a more modern and commodious one. The

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Chicago, Milwaukee & St. Paul Ry. have some most excellent depots in Wisconsin, and many more are contemplated, the commissioner is informed.

Among the up-to-date depots along the lines of this Company, special mention might be made of the one at Oconto, also of the magnificent depot at Beloit, and at various other points.

Along the lines of the Wisconsin Central Railway the depots are of more recent construction, as compared with some of the older roads in our state, and many first class depots may be found, and many of the older ones are to be rebuilt.

On other railroads in Wisconsin the depots, on the whole, are in keeping with the surroundings, and in several instances where this does not obtain, the several railway companies are making the necessary improvements, as fast as the circumstances will permit.

COMPLAINTS.

With reference to complaints a new system has been inaugurated during the past two years in this office by designating the several complaints as formal and informal.

Informal complaints, as we term them, are those which on their face do not seem to constitute a wilful violation of law on the part of the railway company.

Formal complaints are those which upon their face seem to charge wilful violation of the law.

In the former case the commissioner assumes the role of an arbitrator, an adjusting officer, or a peace medium, between the complaining parties and the railroad companies, with a view to bringing about an amicable adjustment of differences.

In the second or formal complaints, the parties making complaint are required to make and file a verified complaint upon the receipt of which a summons or notice is issued to the offending corporation, and a time and place set for the hearing of evidence in the case. The complaint in these formal investiga-

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tions must set forth the particular section of the statute under which the relief is sought, and a definite and specific account of the things or matters complained of as unlawful, on the part of the corporation.

During the year 1900 there have been less complaints filed than during 1899. In this connection it has been thought best to briefly recite a few of the complaints, formal and informal, lodged during the years 1899 and 1900, together with the final disposition of the same by the commissioner.

In addition to the complaints herewith recited, there are many others which have been disposed of, and several now being investigated.

SYNOPSIS OF COMPLAINTS.

January 23, 1899, M. W. Gillet, of Fond du Lac, Wisconsin, made complaint informally to this department of failures of connection at Burnett Junction on the morning passenger trains of the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Ry. Cos. This case was taken up with Gen. Mgr. W. G. Collins on the C. M. & St. P. and Mr. Sanborn, general superintendent of the C. & N. W., and under date of Feb. 10, 1899, this department was advised by Mr. Collins that a new time table had been arranged and that the difficulty complained of had been entirely overcome.

February 16, 1899, Kinney Mercantile Company of Colfax, Wis., made informal complaint to this department, charging the Wisconsin Central Ry. Co. with demanding prepayment of all freight charges on all hay and straw shipped from Colfax, Wis., by the Kinney Mercantile Company.* This case was taken up at some length by correspondence with the Wisconsin Central Ry. Co., and the following results obtained: Under date of February 15 this department was advised by H. F. Whitcomb, general manager of the Wisconsin Central Ry. Co., that the mat-

*Complete record of the case on file in this office.

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ter in difference between the Wisconsin Central Ry. Co. and the Kinney Mercantile Company of Colfax, Wisconsin, has been satisfactorily adjusted to all parties concerned and that a regular course of business was again being pursued.

Complete record of the case now on file in this office.

March 5, 1899, J. W. Short, chairman town board of Levis, Clark county, Wisconsin, made informal complaint to this department relative to opening of high way crossing in the town of Levis on the C., St. M. & O. Ry., asking as to how to proceed in making necessary arrangements. Opinion was furnished him according to statutes of Wisconsin which appears to have cleared up the trouble, as nothing further has ever been heard of the case.

Complete record of this case now on file in this office.

March 13, 1899, Hickerson Roller Mill Company, by its manager, C. A. Greene, of Grantsburg, Wis., complained informally to this department, charging the St. Paul & Duluth Ry. Co. with not maintaining side tracks to their flouring mills. After careful investigations in the premises this department advised Mr. Greene that under the circumstances the aforesaid railway could not be compelled to maintain sidetracks at the Hickerson Roller Mills, citing the law in such cases made and provided.

Complete record of this case now on file in this office.

March 14, 1899, Charles Larson of Poskin, Wisconsin, made informal complaint to this department, charging the Minneapolis, St. Paul & Sault Ste Marie Ry. Co. with having killed stock on his premises on the 13th day of February. This case was taken up by correspondence with the officials of the "Soo" line and progress made looking toward an adjustment. However, Mr. Larson subsequently moved away from Poskin, and the case was never definitely settled.

Complete record of this case is on file in this office.

March 25, 1899, Henry C. Folz of Madison, Wisconsin, made informal complaint to this department of a loss sustained by him

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on the Chicago, Milwaukee & St. Paul Ry. Co. of a box of dressed game, which he alleged was allowed to spoil while in transit from Avoca, Wisconsin, to Madison. This case was taken up with the Chicago, Milwaukee & St. Paul Ry. Co. by correspondence and under date of August 3, 1899, Mr. Folz advised this office that the claim was settled and he received his money for the entire amount.

Complete record of this case is on file in this office.

April 1, 1899, Messrs. G. H. & J. P. Shaffman, of Kilbourn City, Wisconsin, made in formal complaint to this department charging excess in freight rates on car load of stock from Rochelle, Ill., to Kilbourn City, Wisconsin, claiming \$60.61 overcharge. This being an interstate case, this department had no jurisdiction in the premises. However, took the matter up in an advisory way with the Chicago & Northwestern Ry. Co. and the Chicago, Milwaukee & St. Paul Ry. Co. with the following results:

"Chicago, April 14, 1899.

Hon. G. L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir:—Referring to your favor of April 6 to Mr. Hughitt, Jr., which has been referred to me, relative to claim of Norman E. Van Dyke (Messrs. Shaffman's attorney) have to say: We have ordered voucher and same will be paid in a short time.

Yours Truly,

G. H. KNAPP, A. G. F. Agt."

May 16, 1899, the people of Pineville, Wis., made informal complaint to this department asking for more spur tracks for the loading of commodities. Complaint did not charge any violation of the statute, there being no law in this state covering the question in controversy.

Complete record of this case now on file in this office.

June 20, 1899, Blanch Craven, Madison, Wisconsin, made complaint to this department, charging the Illinois Central Ry. Co. with violation of the laws of the state of Wisconsin, Section 1816a, Wisconsin statutes of 1898, by unlawfully and negligently allowing a fire set by a section foreman of the said rail-

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road on the right of way of its railway near the E. $\frac{1}{2}$ of the N. E. $\frac{1}{4}$, section 32, town of Madison, Wisconsin, escape from said right of way, and that said fire burned about 12 rods of fence, six cords of wood and damaged live timber on complainant's land, E. $\frac{1}{2}$ of the N. E. $\frac{1}{4}$, section 32, town of Madison, all to the amount of \$100 damage to the complainant. Copy of the complaint was duly served on the Illinois Central Ry. Co., and notice of investigation, time and place given; at which time the case was investigated, witnesses sworn, the hearing being adjourned from time to time. July 23, 1899, upon the conclusion of the investigation, the commissioner decided that the charges set forth in the complaint were well founded, whereupon notice was duly served on the Illinois Central Ry. Co. of the findings of the commissioner. The Railroad Company failed to reimburse the complainant within the time specified by law. The findings in the investigation were certified to the attorney general, according to law.

Complete record of this case on file in this office.

July 8, 1899, C. H. Meissner, chairman of the Street committee of Birnamwood, Wisconsin, made formal complaint to this department, charging the Chicago & Northwestern Railway Company with unlawfully obstructing the water course in the village of Birnamwood in the county of Shawano, Wisconsin, thereby causing water to overflow the streets and public highways of the village aforesaid, to-wit: Railroad Ave., Wausau St., Elm St., Mill St., and the public highway next north of the original plat of the village of Birnamwood, all lying and being situate within the corporate limits of said village of Birnamwood, and thereby causing great damage. Duly certified copy of the complaint was served on the Chicago & Northwestern Railway Company and time and place fixed for a hearing, at which time adjournment was asked for by the Hon. J. T. Fish, attorney for Chicago & Northwestern Ry. Co. at Milwaukee, and adjournment granted. The case was adjourned to August 3, 1899,

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and under date of July 28 this department received the following communication from Hon. B. A. Cady, president of the village board of Birnamwood, which explains itself.

"Birnamwood, Wis., July 28, 1899.

G. L. Rice, Railroad Commissioner, Madison, Wisconsin.

Dear Sir:—In the case of C. H. Meissner vs. C. & N. W. Ry. Co. hearing adjourned to August 3 at this place, I have the pleasure to inform you that an agreement has been made between the parties thereto by which the C. & N. W. Ry. Co. have agreed to immediately open the water courses through their track thus removing all cause for complaint. I therefore request that you will discontinue said hearing and notify Hon. John T. Fish of Milwaukee, of your action.

The people of this place are much pleased over this peaceful solution of the matter, which they attribute solely to your prompt and efficient action.

Very truly yours,

B. A. CADY, Village President."

Complete record of this case now on file in this office.

July 21, 1899, A. Huegin, business manager of the Milwaukee Sentinel, made informal complaint to this department of misconnections between the Chicago, Milwaukee & St. Paul and Chicago, St. Paul, Minneapolis & Ohio Ry. Companies at Camp Douglas, Wisconsin. Reference is made to train No. 57 of the Chicago, Milwaukee & St. Paul and No. 9 of the Chicago, St. Paul, Minneapolis & Ohio Ry. Company. This case was taken up and a voluminous correspondence ensued. Upon investigation it was found that most of the failures of connections at the point above referred to was a matter which was very difficult to overcome from the fact that both trains were fast mail trains and were making the best time possible, and the slightest delay caused misconnection at the meeting point, Camp Douglas, which in many instances was by a very few minutes. However, this department was advised by both railway companies that special effort would be made in the future to make these connections promptly; which advice was transmitted to Mr. Huegin, which elicited the following reply:

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"Milwaukee, Wis., Aug. 1, 1899.

HON. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir—I have your favor of July 31, 1899, and note with pleasure that you have taken the matter of the misconnections at Camp Douglas up with the managements of both roads. Have ascertained that these connections failed eight times out of ten in the first ten days of July. I also note that you have their promise to try and do better in the future. We will endeavor to keep you posted as to the future results.

A. HUEGIN."

Complete records of this case on file in this office.

August 23, 1899, the freight bureau of the Chamber of Commerce of the city of Milwaukee, thought its manager, Mr. Geo. A. Schroeder, entered a formal complaint against the Chicago, Milwaukee & St. Paul and Chicago & Northwestern Ry. Companies, charging discrimination and an unreasonable rate for the transportation of grain from several cities in Wisconsin to the city of Milwaukee, and prayed that an investigation might be held by the railroad commissioner for the purpose of determining the condition in the premises. Notice was duly served on the above named railroad companies, setting the time and place of hearing, namely, the city of Milwaukee, the 6th day of September, 1899. At the time of the hearing, both railroad companies were represented by counsel, as was also the Chamber of Commerce of Milwaukee. Much testimony was taken, witness worn, and the case adjourned from time to time and finally determined on the 12th day of October, 1899, which resulted in the following orders being issued by the railroad commissioner, under date of October 25, 1899:

STATE OF WISCONSIN,

Office of Railroad Commissioner,

Madison, October 25, 1899.

To the Chicago, Milwaukee & St. Paul Railway Company Corporation
and the Chicago & Northwestern Railway Company Corporation:

August 23, 1899, the freight bureau of the Chamber of Commerce of the city of Milwaukee, Wisconsin, filed, with the railroad commissioner of Wisconsin, a duly certified complaint in writing, charging the Chicago, Milwaukee & St. Paul Railway Company and the Chicago & Northwestern Railway Company with demanding and receiving an unreasonable price

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for the transportation of grain to Milwaukee from several and various stations in the state of Wisconsin, as compared with the rates in Iowa and Illinois. Copy of said complaint was duly served on said railway companies citing time and place of investigation, viz.: the city of Milwaukee on the 6th day of September, 1899, at which time and place evidence was heard from complainant and respondent. Said investigation was continued time to time and finally closed on the 12th day of October 1899. After hearing the evidence and the able arguments of counsel, the commissioner did then and there determine that the complaint was not without merit, and did then and there so decide.

Now, therefore, the railroad commissioner of the state of Wisconsin does hereby order and direct that you, the said Chicago, Milwaukee & St. Paul Railway Company, corporation, and Chicago & Northwestern Railway Company, corporation, do promulgate a tariff for the transportation of grain from the following stations on the lines of the Chicago, Milwaukee & St. Paul Railway, and the Chicago & Northwestern Railway, in the state of Wisconsin, to the city of Milwaukee, at the following rates in cents per hundred pounds:

REDUCE PRESENT TARIFF RATES AS FOLLOWS, VIZ.:

Chicago, Milwaukee & St. Paul Railway Co.

Stoughton.....	To Milwaukee	from 10	to 9.5
McFarland.....	To Milwaukee	from 11	to 10
Cross Plains.....	To Milwaukee	from 11.5	to 11
Black Earth.....	To Milwaukee	from 12	to 11
Mazomania.....	To Milwaukee	from 12.5	to 11
Sauk City.....	To Milwaukee	from 12.5	to 11
Prairie du Sac.....	To Milwaukee	from 12.5	to 11
Arena.....	To Milwaukee	from 12.5	to 11
Spring Green.....	To Milwaukee	from 12.5	to 11
Lone Rock.....	To Milwaukee	from 12.5	to 11
Gotham.....	To Milwaukee	from 12.5	to 11
Twin Bluffs.....	To Milwaukee	from 12.5	to 11
Richland Center.....	To Milwaukee	from 12.5	to 11
Avoca.....	To Milwaukee	from 12.5	to 11
Muscoda.....	To Milwaukee	from 12.5	to 11
Blue River.....	To Milwaukee	from 12.5	to 11
Boscobel.....	To Milwaukee	from 12.5	to 11
Woodman.....	To Milwaukee	from 12.5	to 11.5
Wauzeka.....	To Milwaukee	from 12.5	to 12
Calamine.....	To Milwaukee	from 11.5	to 10.5
Mineral Point.....	To Milwaukee	from 12.5	to 11
Celmont.....	To Milwaukee	from 12.5	to 11
Platteville.....	To Milwaukee	from 12.5	to 11
Oconomowoc.....	To Milwaukee	from 6	to 5
Ixonia.....	To Milwaukee	from 7	to 6.5
Richwood.....	To Milwaukee	from 8	to 7
Fall River.....	To Milwaukee	from 11	to 9.5
Doylestown.....	To Milwaukee	from 11.3	to 10
Rio.....	To Milwaukee	from 11.5	to 10

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Wyocena	To Milwaukee	from 11.7	to 10
Portage City	To Milwaukee	from 12.3	to 11
Lewiston	To Milwaukee	from 12.5	to 11
Kilbourn City	To Milwaukee	from 12.5	to 11
Lyndon	To Milwaukee	from 12.5	to 11
Mauston	To Milwaukee	from 12.5	to 11
New Lisbon	To Milwaukee	from 12.5	to 11
Orange	To Milwaukee	from 12.5	to 11
Camp Douglas	To Milwaukee	from 12.5	to 11
Oakdale	To Milwaukee	from 12.5	to 11
Tomah	To Milwaukee	from 12.5	to 11
Tunnel City	To Milwaukee	from 12.5	to 11
LaFayette	To Milwaukee	from 12.5	to 11
Sparta	To Milwaukee	from 12.5	to 11
Leon	To Milwaukee	from 12.5	to 11
Melvine	To Milwaukee	from 12.5	to 11
Cashton	To Milwaukee	from 12.5	to 11.5
Rockland	To Milwaukee	from 12.5	to 11.5
Bangor	To Milwaukee	from 12.5	to 12
Waterloo	To Milwaukee	from 9	to 8.5
Marshall	To Milwaukee	from 10	to 9
Deanville	To Milwaukee	from 10	to 9
Sun Prairie	To Milwaukee	from 10.5	to 9.5
Burke	To Milwaukee	from 10.5	to 10
DeForest	To Milwaukee	from 12	to 11
Morrisonville	To Milwaukee	from 12	to 11
Arlington	To Milwaukee	from 12	to 11
Poynette	To Milwaukee	from 12	to 11
Hartman	To Milwaukee	from 12.3	to 11
Valley Jc.	To Milwaukee	from 12.5	to 11
Norway	To Milwaukee	from 12.5	to 11
Mather	To Milwaukee	from 12.5	to 11
Meadow Valley	To Milwaukee	from 12.5	to 11
Daly	To Milwaukee	from 12.5	to 11
Babcock	To Milwaukee	from 12.5	to 11
Necedah	To Milwaukee	from 12.5	to 11
Dexterville	To Milwaukee	from 12.5	to 11
Veedum	To Milwaukee	from 12.5	to 11
Amelia	To Milwaukee	from 12.5	to 11
Newton	To Milwaukee	from 12.5	to 11
Hogan's Spur	To Milwaukee	from 12.5	to 11
Lindsey	To Milwaukee	from 12.5	to 11
Barker's Spur	To Milwaukee	from 12.5	to 11
Boynton	To Milwaukee	from 12.5	to 11
Lynn	To Milwaukee	from 12.5	to 11
Romandka	To Milwaukee	from 12.5	to 11
Pittsville	To Milwaukee	from 12.5	to 11
Hansen	To Milwaukee	from 12.5	to 11
Vesper	To Milwaukee	from 12.5	to 11
Arpin	To Milwaukee	from 12.5	to 11
Cranmoor	To Milwaukee	from 12.5	to 11
Port Edwards	To Milwaukee	from 12.6	to 11
Nekoosa	To Milwaukee	from 12.5	to 11
Centralia, Grand Rapids	To Milwaukee	from 12.5	to 11
Rudolph	To Milwaukee	from 12.5	to 11
Junction City	To Milwaukee	from 12.5	to 11
Eau Peline	To Milwaukee	from 12.5	to 11
Dancy	To Milwaukee	from 12.5	to 11

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Knowlton	To Milwaukee	from 12.5	to 11
Mosinee	To Milwaukee	from 12.5	to 11
Flanners	To Milwaukee	from 12.5	to 11
Schofield	To Milwaukee	from 12.5	to 11
Wausau	To Milwaukee	from 12.5	to 11
Heights	To Milwaukee	from 12.5	to 11
Trap City	To Milwaukee	from 12.5	to 11
Pine River	To Milwaukee	from 15.5	to 11
Merrill	To Milwaukee	from 12.5	to 11
Combs	To Milwaukee	from 15	to 12
Irma	To Milwaukee	from 15	to 12
Gilbert	To Milwaukee	from 15	to 13
Tomahawk	To Milwaukee	from 15	to 13
Heafford Jc	To Milwaukee	from 15	to 13
Cassian	To Milwaukee	from 15	to 13
Braxton	To Milwaukee	from 15	to 13
Bearskin	To Milwaukee	from 15	to 13
Harshaw	To Milwaukee	from 15	to 13
Goodhow	To Milwaukee	from 15	to 13
Hazelhurst	To Milwaukee	from 15	to 13
Hixon	To Milwaukee	from 15	to 13
Minocqua	To Milwaukee	from 15	to 13
Velasco	To Milwaukee	from 15	to 13
Arbor Vitae	To Milwaukee	from 15	to 13
Glenbrook	To Milwaukee	from 15	to 13
Plum Lake	To Milwaukee	from 15	to 13
Star Lake	To Milwaukee	from 15	to 13
Rolling Prairie	To Milwaukee	from 8	to 7.5
Beaver Dam	To Milwaukee	from 9	to 8
Fox Lake	To Milwaukee	from 9	to 8
Randolf	To Milwaukee	from 10	to 8.5
Cambria	To Milwaukee	from 11	to 9
Pardeeville	To Milwaukee	from 12	to 10
Knowles	To Milwaukee	from 7.5	to 7

Chicago and Northwestern Railway.

Clyman	To Milwaukee	from 8	to 7.5
Juneau	To Milwaukee	from 8	to 7.5
Minnesota Junction	To Milwaukee	from 8	to 7.5
Burnett Junction	To Milwaukee	from 8	to 7.5
Wales	To Milwaukee	from 5	to 4.5
Dousman	To Milwaukee	from 5.5	to 5.5
Helensville	To Milwaukee	from 7	to 6.5
Jefferson Junction	To Milwaukee	from 8	to 7
London	To Milwaukee	from 9	to 8.5
Deerfield	To Milwaukee	from 10	to 9
Cottage Grove	To Milwaukee	from 10.5	to 9.5
Brooklyn	To Milwaukee	from 10.5	to 10
Oregon	To Milwaukee	from 11	to 10
Syene	To Milwaukee	from 11	to 10
Dane	To Milwaukee	from 12	to 11
Lodi	To Milwaukee	from 12	to 11
Okee	To Milwaukee	from 12.5	to 11
Merrimac	To Milwaukee	from 12.5	to 11
Kirkland	To Milwaukee	from 12.5	to 11
Devil's Lake	To Milwaukee	from 12.5	to 11
Baraboo	To Milwaukee	from 12.5	to 11

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Kirkwood.....	To Milwaukee	from 12.5	to 11
North Freedom	To Milwaukee	from 12.5	to 11
Ablesmans.....	To Milwaukee	from 12.5	to 11
Reedsburg	To Milwaukee	from 12.5	to 11
La Valle.....	To Milwaukee	from 12.5	to 11
Crossman's.....	To Milwaukee	from 12.5	to 11
Woneoc.....	To Milwaukee	from 12.5	to 11
Union Center	To Milwaukee	from 12.5	to 11
Elroy	To Milwaukee	from 12.5	to 11
Glendale	To Milwaukee	from 12.5	to 11
Kendall	To Milwaukee	from 12.5	to 11
Wilton	To Milwaukee	from 12.5	to 11
Norwalk.....	To Milwaukee	from 12.5	to 11
Summit	To Milwaukee	from 12.5	to 11
Siding No. 4.....	To Milwaukee	from 12.5	to 11
Sparta	To Milwaukee	from 12.5	to 11
Rockland.....	To Milwaukee	from 12.5	to 11.5
Bangor	To Milwaukee	from 12.5	to 12
Klevenville.....	To Milwaukee	from 11.5	to 11
Mount Horeb	To Milwaukee	from 12	to 11
Blue Mounds	To Milwaukee	from 12.5	to 11
Barneveld	To Milwaukee	from 12.5	to 11
Ridgeway	To Milwaukee	from 12.5	to 11
Dodgeville.....	To Milwaukee	from 12.5	to 11
Edmund.....	To Milwaukee	from 12.5	to 11
Cobb.....	To Milwaukee	from 12.5	to 11
Montfort Jc.....	To Milwaukee	from 12.5	to 11
Montfort.....	To Milwaukee	from 12.5	to 11
Preston.....	To Milwaukee	from 12.5	to 11
Laneaster Jc.....	To Milwaukee	from 12.5	to 11
Sitzer	To Milwaukee	from 12.5	to 11
Liberty.....	To Milwaukee	from 12.5	to 11
Lancaster.....	To Milwaukee	from 12.5	to 11
Fennimore.....	To Milwaukee	from 12.5	to 11
Werley.....	To Milwaukee	from 12.5	to 11
Anderson's Mills.....	To Milwaukee	from 12.5	to 11
Woodman	To Milwaukee	from 12.5	to 11
Livingston.....	To Milwaukee	from 12.5	to 11
Rewey.....	To Milwaukee	from 12.5	to 11
Leslie.....	To Milwaukee	from 12.5	to 11
Mineral Pt. Crossing.....	To Milwaukee	from 12.5	to 11
Ipswich.....	To Milwaukee	from 12.5	to 11
Platteville.....	To Milwaukee	from 12.5	to 11
Elmo.....	To Milwaukee	from 12.5	to 11
St. Rose.....	To Milwaukee	from 12.5	to 11
Cuba City.....	To Milwaukee	from 12.5	to 11
Benton.....	To Milwaukee	from 12.5	to 11
Strawbridge.....	To Milwaukee	from 12.5	to 11
Buncombe.....	To Milwaukee	from 12.5	to 11

It is further ordered: that the above rates on grain as fixed by this order be in force and effect on and after the 15th day of November, 1899.

GRAHAM L. RICE,
Railroad Commissioner.

The above orders were complied with by the several railway companies and the new rates put in force and effect November

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15, 1899, which elicited the following letter from Mr. Geo. A. Schroeder, complainant:

“CHAMBER OF COMMERCE,
Freight Bureau,
Milwaukee, Wis., Nov. 20th, 1899.

Geo. A. Schroeder, Manager.

Hon. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.:

Dear Sir:—On August 23rd, 1899, a complaint was filed with you by the Milwaukee Chamber of Commerce, through its Freight Bureau, charging the Chicago, Milwaukee & St. Paul and Chicago & Northwestern Railways with demanding and receiving unreasonable rates for the transportation of grain to Milwaukee from several and various stations in the state of Wisconsin.

After various hearings and a thorough investigation by you of the complaint that was made, you issued an order on November 1st, directing that the C., M. & St. P. and C. & N. W. Rys. promulgate tariffs on grain to Milwaukee from nearly two hundred stations in Wisconsin, reducing the rates from one-half to three cents per hundred pounds, and directing that such lower rates be put into effect on November 15th, 1899.

It gives me great pleasure to say that the order issued by you was promptly complied with by the railway companies and the lower basis of rates was published and put into effect on November 10th.

Considering the fact that the grain rates of Wisconsin have, for many years past, been unreasonably high, and that this is the first time in the history of the State that a Railroad Commissioner has ordered a general reduction of such rates for the benefit of the grain producers of Wisconsin, and secured a prompt compliance of his order, you are entitled to a great deal of credit for the results that will be obtained from your action.

In my estimation, a saving of from two to three hundred thousand dollars per year will accrue to the grain producers of Wisconsin in marketing their shipments at the reduced rates of transportation.

I heartily congratulate you upon your success in this matter.

Very respectfully yours,
Geo. A. SCHROEDER.”

September 11, 1899, Theo. Cook, city clerk of the city of Prescott, made informal complaint against the Chicago, Burlington & Quincy Ry. Co., charging improper lighting at the railway crossing at Kinnicknic street in the city of Prescott, and alleging danger to the traveling public in consequence of said failure to light. This case was thoroughly investigated and the premises viewed, and the matter taken up with C. E. Perkins, president Chicago, Burlington & Quincy Ry. Company at Bur-

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lington, Ia. After an exhaustive correspondence an arc light was ordered in by the Railway Company at the Kinnicknic street crossing and this department advised as follows, under date of Jan. 12, 1900.

"Hon. G. L. Rice, Railroad Commissioner, Madison, Wis.

Dear Sir: — It is with considerable satisfaction that I can herewith in form you of putting in of arc light by the Burlington. The light is up and will be turned on to-morrow night.

By request of several of the aldermen of this city, I desire to thank you again for your efforts, etc. I am Yours truly,

THEO. COOK,
City Clerk.

Complete record of this case on file in this office.

September 26, 1899, Larson Brothers of Beldenville, Wis., made informal complaint against the Chicago, St. Paul, Minneapolis & Omaha Railway Co., alleging failure on the part of the railway company to furnish necessary cars for the shipment of lumber and wood. The urgency of the case seemed to demand immediate action, and the case was taken up by telegraphy with the Chicago, St. Paul, Minneapolis & Omaha Railway Co. officials, followed by correspondence which resulted in the railroad company furnishing Larson Brothers with the necessary cars for the shipment of their commodities.

Complete record of this case on file in this office.

October 2, 1899, Berg & Johnson of River Falls, Wisconsin, made complaint that the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. failed to furnish them sufficient cars to meet their demands in the shipment of produce. The matter was taken up with Vice President Jas. T. Clark of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and the necessary relief obtained.

Complete record of this case now on file in this office.

October 12, 1899, J. L. Linderman & Co., of Osseo, Wisconsin, made complaint to this department, charging the Chicago, St. Paul, Minneapolis & Omaha with failure to furnish sufficient number of cars to carry on the business of their shipments. This case was taken up by this department, with Mr. Jas. T.

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Clark, vice president of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, which brought the following reply:

“ St. Paul, Minn

Hon. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir: — Absence from the office for a few days will explain delay in replying to your letter of the 13th. In reference to the complaint of J. L. Linderman & Co. of Osseo: I think Mr. Linderman's complaint overdrawn, as I find he has had five cars to load for Manitowoc in the last two weeks and that four more cars have been furnished him to-day, which fully fills his order.

Respectfully,

JAS. T. CLARK.

A complete record of this case on file in this office.

October 19, 1899, C. C. DeLong & Co., of Edgar, Wisconsin, informally complained to this department of the failure of the Chicago & Northwestern Railway Company to furnish them with a sufficient number of cars for the transportation of their commodities. Messrs. DeLong & Co. were advised of the state law relative to the furnishing of cars to shippers by railroad companies, and the matter taken up with H. R. McCullough, 3rd vice president of the Chicago & Northwestern Ry. Company at Chicago. Under date of October 30, Mr. McCullough advised this department as follows:

“We have had this matter up with our operating department, and they will see that this firm gets its fair proportion. They have been furnished with three cars lately. It is our understanding that this firm made no shipments during September, not for the reason that cars were not furnished, but on account of their not being able to get men to load the cars.

“As you know, this road, in common with all other roads, are hard pressed just now and have been for some time past, to furnish equipment enough to take care of all the freight in sight, and it has been impossible for us to satisfy the demands of everybody although we have tried to be impartial to one and all.”

Complete record of this case on file in this office.

October 30, 1899, C. F. Ottman, of Joel, Wisconsin, petitioned this department that a station be built at that place. After investigation of the situation, was obliged to decide that the business at Joel on the line of the Minneapolis, St. Paul & Sault Ste Marie railway did not warrant the expense of main-

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taining a station, and as the requisite number of inhabitants, as provided by statute, was not at Joel, no action could be taken further than advisory with the railway company.

Complete record of this case on file in this office.

October 30, 1899, the Webster Mfg. Company of Superior, informally complained that the Northern Pacific Railway Company blockaded 58th St. crossing in the city of Superior by freight cars for an unreasonable length of time on several and various occasions. This case was taken up with C. S. Mellen, president of the Northern Pacific Railway Company with the following result:

“Duluth, Minn., Dec. 2nd, 1899.

Subject: Blocking 58th St. Crossing.

Mr. M. C. KIMBERLY, General Superintendent, St. Paul, Minn.

Dear Sir:—Returning herewith correspondence relative to complaint of Railroad Commissioner Rice, of Wisconsin, relative to our train blocking 58th street crossing in South Superior, on October 30, 1899.

I have suspended Conductor F. Brewer for this offense and given him to understand that a repetition will be met with dismissal. Have also issued bulletin to employes notifying them of the action taken.

This street crossing is located in our yard at South Superior and trainmen have been cautioned by bulletin to avoid blocking the crossing; but I presume in some instances they expect to move promptly but for some reason are unavoidably delayed for a few moments, and which cannot be foreseen. However, there is no excuse for blocking crossing for any such length of time as claimed in this complaint.

Yours truly,

E. C. BLANCHARD,
Superintendent.”

Complete record of this case on file in this office.

November 17, 1899, Hon. E. I. Kidd of Madison, Wisconsin, complained to this department of the failure of the Mileage Bureau Department to reimburse him for a ten dollar rebate check on mileage which was lost in transit, unless indemnity bond was furnished by Mr. Kidd, with 50c revenue stamp attached.

This matter was taken up with Marvin Hughitt, president of the Chicago & Northwestern Railway Company, that being the company of which Mr. Kidd purchased the mileage book, which brought forth the following results:

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Chicago, December 8, 1889.

Mr. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir.—Your favor of November 20th to President Hughitt regarding Hon. E. I. Kidd was referred to this department. We promptly investigated the matter and now take pleasure in advising that arrangements have been made to forward to Mr. Kidd a duplicate check for \$10 in lieu of one stated to have been lost.

Trusting this action will be entirely satisfactory, I remain

Yours truly,

W. B. KNISKERN,

Complete record of this case now on file in this department.

December 7, 1899, E. W. Allen, of Eau Claire, Wisconsin, made informal complaint to this department, charging the Wisconsin Central Railway Company with damaging a piano while in transit over the said line of the Wisconsin Central railway, and with the failure on the part of the Wisconsin Central Railway Company to adjust his claim. This matter was thoroughly gone into by this department with H. F. Whitcomb, president of the Wisconsin Central Railway Company at Milwaukee, with the following results:

"Milwaukee, Dec. 16, 1899.

Hon. GRAHAM L. RICE, R. R. Commissioner, Madison, Wis.

Dear Sir.—Replying to yours of the 15th inst. I beg to say that the claim in question has been adjusted. I learn that the most of the delay, aside from that necessary for investigation, has been in waiting advice from the claimant as to where the piano could be repaired.

Yours truly,

H. F. WHITCOMB,
President."

E. W. ALLEN'S CASE CONTINUED.

Correspondence in this case was transmitted to Mr. Allen at Eau Claire, which brought forth the following reply:

"Eau Claire, Dec. 21, 1899.

GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir:—Your letter received. The case has been adjusted to my satisfaction. Thanking you for your attention and efforts in this matter, I remain

Yours truly,

E. W. ALLEN."

Complete record of this case now on file in this office.

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"Mazomanie, Wis., Dec. 26, 1899.

GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir:—I am shipping rye straw to Chicago and the railroad company charges me 12c per hundred. Have they a right to charge me so much or not?

Yours truly,

JERRY SCHLOUGH."

To which the following letter was addressed to Mr. Schlough:

Madison, Wis., Dec. 29, 1899.

JERRY SCHLOUGH, Esq., Mazomanie, Wis.

Dear Sir:—I have your favor of Dec. 26, 1899, relative to alleged unreasonable charges made by the C. M. & St. P. Ry. Co. for the transportation of straw from Mazomanie, Wis., to Chicago, Ill. Replying I have to say this is purely an inter-state case, being from Wisconsin to Illinois, a condition over which this department has no control whatever, as my jurisdiction is for Wisconsin and for Wisconsin only. I would suggest that you lay your case before the Inter-state Commerce Commission at Washington, D. C., that body having power in inter-state cases. Regretting that I am unable to offer you any assistance, I am

Very respectfully yours,

GRAHAM L. RICE, Railroad Commissioner."

January 8, 1900, L. L. Burnett of Duck Creek, Wisconsin, made informal complaint against the Chicago & Northwestern Railway Company, alleging insufficient depot facilities at that place. The matter was taken up by this department with Gen. Mgr. W. A. Gardner. On February 3rd, Mr. L. L. Burnett died, and negotiations were carried on with the father of the deceased, Mr. M. M. Burnett, and with Marvin Hughitt, president, and Mr. Gardner, general manager of the Chicago & Northwestern Railway Company, which resulted finally, on the 24th of April, by the railway company deciding to erect a suitable building at Duck Creek for depot purposes.

Complete record of this case now on file in this office.

February 19, 1900, Mr. Jacob Knoll of Theresa, Wisconsin, informally complained against the Wisconsin Central Railway Company, charging discrimination in rates on grain, alleging that special rates were being given by that company to the Northern Grain Company to Manitowoc. This matter was exhaustively gone into by this department with Mr. H. F. Whitcomb, president of the Wisconsin Central Railway Company,

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which resulted in the old rate of 8½¢ per hundred pounds on grain to Manitowoc being re-established, and the rate to Milwaukee unchanged. Under date of April 10th a communication was addressed to Mr. Jacob Knoll at Theresa, Wisconsin, from this department as follows:

"The Wisconsin Central R'y Co. have re-established the old rate of 8½¢ per hundred pounds on grain from Theresa to Manitowoc. The rate to Milwaukee is unchanged. This arrangement, I understand, would be perfectly satisfactory to you. The Company promises to furnish you with cars and to deliver the same to Milwaukee promptly.

Yours truly,

GRAHAM L. RICE,
Railroad Commissioner."

Complete record of this case on file in this office.

March 8, 1900, Wm. Harker and 50 others at Preston, Wisconsin, filed a petition with this department, asking for a depot and an agent in charge thereof at Preston, Wisconsin. This matter was taken up with the Chicago & Northwestern Railway Company officials which elicited, among other correspondence, the following:

Chicago, September 5, 1900.

Subject:—Depot at Preston, Wisconsin.

Sir:—Your favor of the 26th ultimo, to Vice President McCullough, in his absence has been referred to me. Presume you are aware that we did have a depot and platform at this point. To be sure the depot is not a large one, but it is in every way commodious enough for the business transacted at that point. We have had a careful investigation made as to the tonnage to and from there, in the last six months, and during that time there has been forty car loads of freight shipped from that point and twenty car loads shipped in there, making a total of sixty cars in six months, or ten cars per month. The passenger travel is also small and it hardly looks reasonable to ask us to establish an agent at an expense of five or six hundred a year, to transact this business. The Northwestern Road, however, has no desire to be otherwise than accommodating and agreeable to all its patrons and if the people there think it would be a good idea to have the depot open and we can employ a man for ten dollars per month to take care of it, without making him a regular agent, being obliged to put in telegraph office, etc., we shall not decline. Will be pleased to hear from you further, at your convenience.

Very truly,
W. A. GARDNER.

Mr. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis."

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Preston, Wis., being a village not containing the necessary 200 inhabitants, as required by statute in this state, the railway company are not in duty bound to maintain a depot, and as the arrangements as regarding price could not be arranged, a depot is not yet maintained at Preston, Wis., such as petitioners desire.

Complete record of this case on file in this office.

June 29, 1900, Mr. E. R. Cram, of Sugar Bush, Wisconsin, entered complaint regarding better depot facilities at that place on the Chicago & Northwestern Railway Company, accompanied by a petition signed by residents of that village, which is as follows:

"Sugar Bush, Wis, June 29, 1900.

To the Railroad Commissioner, Madison, Wis.

We, the undersigned patrons of the Chicago & Northwestern Railway Company respectfully call your attention to the following:

1. That in October, 1898, the above company built a depot and established an agency for the transaction of freight and ticket business at Sugar Bush, Wis.
2. That the business of this station is such as would justify the above company in maintaining an agency here.
3. That on June, 6, 1900, the station was closed, the records moved away and the windows nailed up.
4. That such action works a hardship on those who have to patronize the road especially on those who ship freight as there is no protection for freight in small lots left on the platform and no way to order cars for car-load shipments.
5. That while for the past year the passenger tickets sold at this station have averaged nearly \$70 a month, no shelter is now provided for passengers waiting for trains, and that the above \$70 is mostly made of tickets sold on short distances showing a large number of people who are now discomforted.

Now, therefore, we ask you that you take such action as lies in your power to have the agency re-established at once.

E. R. CRAM,
And about thirty others."

This case was taken up immediately by this department and the premises viewed, and correspondence opened with H. R. McCullough, 3rd vice president of the Chicago & Northwestern Railway Company. After full investigation in the premises

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it was found, as in many other instances in this state, that the village of Sugar Bush did not contain inhabitants sufficient, as provided by law, to compel the railway company to maintain a depot. However, the following letter from Mr. C. H. Hartly, addressed to Mr. S. F. Miller, general agent at Oshkosh, under date of July 6, 1900, seems to have provided the necessary relief.

"Kaukauna, Wis., July 6, 1900.

MR. S. F. MILLER, General agent, Oshkosh, Wis.

Dear Sir:—Your letter of the 5th inst. in regard to an agent being appointed at Sugar Bush.

Your understanding is exactly right. We did not put in an agent at that point because the business justified it, simply for the use of the block signal which can be done away with during periods when business is light. We are, however, figuring on putting Mr. H. W. Kiehoefer in charge as Commission agent. He will sell tickets and will undoubtedly take care of matters in general in very good shape.

Yours truly,
C. H. HARTLEY,
Superintendent."

"Central Lumber Company, Manufacturers, Hudson, Wisconsin.
Railroad Commissioner, Madison, Wis.:

Dear Sir:—As the above letter head will indicate we are engaged in the manufacturing of lumber at this point.

Up to the present we have been enabled to secure sufficient logs to supply our mill by floating them on the St. Croix River, and its tributaries. However, the logs tributary to the river are getting quite scarce and we are now looking about for timber that is tributary to the railroad, so that we may log the same and ship the logs by rail to our mill here.

As you are doubtless aware, there is a large number of mills in the State of Wisconsin that secure their log supply by rail. We have made several attempts to secure a rate on logs from points on the Northern Division of the C., St. P., M. & O. Ry. to our mill here, but have always met with an absolute refusal to grant us said rate.

It occurs to us that this is a discrimination against us, in as much as the Railroad Company is granting a log rate to New Richmond, Wis., which is located a short distance above us and the logs which they haul in to New Richmond are located practically in the same territory where we expect to cut the timber, providing a favorable rate on the logs can be secured.

Kindly advise whether it is in your power to grant us relief in the case cited.

Thanking you in advance for any consideration that you may grant our appeal, we are,

Yours very truly,

8-9, 1900.

Central Lbr. Co.,
H. P. SVENDSEN."

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To which the following reply was made:

"Madison, August 13, 1900.

H. P. SVENDSEN, Pres. Central Lbr. Co. Hudson, Wis.

Dear Sir:—Your letter of the 9th inst. at hand, wherein you state, among other things, that your company has made several attempts to secure a rate on logs from points on the Northern Division of the C., St. P., M. & O. Ry. to your mill at Hudson, but have always met with an absolute refusal on the part of the Railway Company, to grant a reasonable rate; that the Omaha is granting a reasonable log rate to New Richmond on the same Division, etc.

In reply will say that your statement seems to constitute a violation of law on the part of the C., St. P., M. & O. Ry. Co.

I enclose blank form of complaint which if you feel so disposed you may sign, verify and return, when an investigation of the matter will be ordered by this office. The custom is to issue a notice to the railway company after the complaint is executed and returned to this office, setting a time and place where the investigation will be held. Should you conclude to make the complaint, I would like to have you suggest some place in Hudson where the investigation could be held. It could be held at your attorney's office in Hudson or at any place that is convenient and suitable for such purposes.

The form sent is only suggestive of what I concluded from your letter are the facts.

If you have an attorney it might be well to have him draw up the complaint, although this is not necessary, as you can fill out the blank yourself.

Very respectfully,

GRAHAM L. RICE,
Railroad Commissioner."

Enclosure.

"Hudson, Wis., August 25, 1900.

HON. GRAHAM L. RICE, Madison, Wis.

Dear Sir:—We thank you for your favor of the 13th inst. At the present time we are negotiating to divert the timber on the Northern Division of the C., St. P., M. & O. Ry. in another direction, and if successful we will not ask for a rate to haul the logs to our mill here.

We are under obligations to you for giving the matter your prompt attention.

Yours very truly,

CENTRAL LBR. CO.,
Per H. P. Svendsen."

October 1, 1900, Rev. S. S. Benedict, of Portage, Wisconsin, filed an informal complaint with this department, as follows:

"Portage, Wis., Oct. 1, 1900.

To the Railroad Commissioner, Madison, Wis.

Dear Sir.—I hereby complain against the Chicago, St. Paul, Minneapolis & Omaha Ry. and the Chicago, Milwaukee & St. Paul Ry. for unjust

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and exorbitant rates on household goods, and ask for a suitable rebate as a matter of justice.

On Sept. 22nd, ult. I shipped my household effects from Augusta, Wis., to Portage City, Wis., distance 121 miles, on which I paid freight at the rate of 65c. per cwt., while the freight rate from Augusta to Chicago is only 60c. per cwt., distance 291 miles, both lying in the same direction from Augusta, Wis. As the "Omaha" so called, does not run either to Chicago or Portage City, a transfer in either case must be made to a connecting line; no difference in that respect. Hence I paid more for 121 miles haul than is charged for 291 miles. Can you right this?

Respectfully,

S. S. BENEDICT."

This case was taken up by correspondence with W. A. Scott, general manager of the Chicago, St. Paul, Minneapolis & Omaha Railway, and Mr. A. C. Bird, of the Chicago, Milwaukee & St. Paul Railway Company, and after a very voluminous correspondence in getting the matter properly adjusted, this department is in receipt of the following letter, which explains itself:

"Portage, Wis., Nov. 21, 1900.

HON. GRAHAM L. RICE, Railroad Commissioner, Madison, Wis.

Dear Sir.—I received today a letter of regret from Col. A. C. Bird, of the Chicago, Milwaukee & St. Paul Railway; and thereupon called upon the agent here and received from him \$15.70 rebate on household goods from Augusta to Portage.

I regret that a misunderstanding should have caused so much delay and trouble in this matter.

Accept my sincere thanks and kindness in my behalf, and believe me,

Very truly yours,

S. S. BENEDICT."

RECOMMENDATIONS.

Recommendations have been made under the different subjects touched upon in this report. The commissioner's opinion of needed changes in the law relative to taxation, rates, warehouses, crossing, logging railways, etc., will be found under the several headings.

I would further recommend that this department be reorgan-

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ized and the clerical force increased so as to be constituted as follows:

Commissioner, salary	\$5,000 00
Deputy Commissioner	3,000 00
1 Consulting Engineer, salary	1,800 00
1 Actuary, salary	1,500 00
1 Statistician, salary	1,200 00
1 Chief Clerk, salary	1,200 00
1 Clerk, salary	800 00
1 Stenographer, salary	720 00
1 Messenger	720 00

There has been no change in the number of the clerical force in this department since 1883. The law in effect then, and still in force, restricts the clerical force to the deputy railroad commissioner.

A stenographer, one-half time in this office and one-half time in the office of the superintendent of public property, was added four years ago.

In 1883 the railway mileage of this state amounted to 3,475.73; and the license or tax paid was \$586,328.58. In 1900 we had upwards of 7,000 miles of operated railway in the state, and the tax amounted to \$1,549,434.87.

Thus has the railway mileage increased and the revenue to the state expanded while the department has stood still. Not only that, but the duties of the commissioner have been greatly increased from time to time.

I reiterate the recommendations on my predecessor, Hon. D. J. McKenzie, that this department be authorized to compile and publish the railroad laws of the state and have the records relating to railroads in the secretary of state's office transcribed for the use of this department, and provide for the filing of duplicate copies in this department of all papers pertaining to railroad incorporation.

Respectfully submitted,

GRAHAM L. RICE,
Railroad Commissioner.

Attest:

JAMES S. STACK,
Deputy.



WISCONSIN CENTRAL RAILWAY.—DEPOT, CHICAGO.

PART II.

STATISTICAL TABLES.

Statistical Tables.

To the Hon. James O. Davidson, State Treasurer: Herewith find statement showing indebtedness, total mileage of railroads, within the state of Wisconsin, all as reported 1898, and being according to the provisions of section 1793. Revised Statutes of Wisconsin.

Name of Company.	Total cost of railroad in Wisconsin, Dec. 31, 1893.	Total gross receipts of railroad in Wisconsin, 1898.	Total net earnings of railroad in Wisconsin, 1898.	Interest bearing indebtedness of railroad in Wisconsin Dec. 31, 1898.
1 Abbotsford & Northeastern...	\$232,000 00	\$17,390 20	\$3,086 76	\$112,000 00
2 Ahnapee & Western...	479,744 83	31,382 85		340,000 00
3 Ash Siskiwit, Iron R. L. Ry. Co.		125,226 76	125,226 76	50,000 00
4 Big Falls Ry. Co.		7,538 91	957 10	7,715 49
5 Bay Harbor & G. Western (operated by Bayfield Transfer)				
6 Bayfield Ry. (Transfer)	3,410,568 24	2,481 86	180 55	1,587,756 78
7 Chicago, Milwaukee & St. P.	58,103,540 44	11,407,066 28	4,883,218 67	56,251,010 00
8 Chicago & Northwestern...	59,308,773 12	11,212,310 45	3,380,154 51	42,021,224 98
9 Chi., St. Paul, Minn. & Omaha	24,633,542 76	3,471,306 87	699,754 75	10,782,335 22
10 Chica. Burlington & Northern	11,090,903 70	1,243,168 81	492,527 86	6,323,000 00
11 Chi., Lake Shore & Eastern *	178,286 38	60,790 50	21,831 53	130,000 00
12 Chicago & Lake Superior...	57,853 29	2,682 68		42,436 03
13 C., Mad'on & North. (Ill. Cent.)	3,205,169 35	95,848 73		2,712,060 40
14 C., Wis. & Minn. (Wis. C. Line)				
15 Chippewa River & Menomonic	268,672 07	18,854 85	871 69	
16 Drummond & South Western.	169,426 81	23,984 45	3,894 72	50,000 00
17 Duluth, S. Shore & Atlantic...		178,348 03		3,716,000 00
18 Duluth Short Line	92,887 57	14,259 53	1,480 39	49,255 75
19 Duluth, Superior & Western...		23,546 24		
20 Dunbar & Wausaukee	71,033 02	23,400 94	17,477 86	
21 Eastern Ry. Co. of Minnesota		487,042 40	122,838 02	
22 Fairchild & North Eastern...	189,374 54	25,298 29	12,370 50	
23 Green Bay & Western...	10,100,000 00	442,758 48	42,377 46	7,000,000 00
24 Hazelhurst & South Eastern...	102,170 89	21,737 55	7,921 71	
25 Iola & Northern	37,855 71	5,531 43	1,296 20	
26 Glen'rd & N'th's's' spur (W.C.)	*34,546 11	205 00		
27 Kewaunee, G. Bay & Western	1,072,950 00	68,944 15	10,455 15	408,000 00
28 Kickapoo Valley & Northern...	290,726 42	34,754 72		975,000 00
29 L. Sup. Ter. & Transfer Ry. Co.	294,240 53	6,878 43		155,000 00
30 Matton Ry. Co.	70,608 10	8,012 56		
31 Mil. & L. Win'eb'go (W. C. L.)				
32 Milwaukee & Superior...	319,680 18	34,465 16	11,739 67	223,058 64
33 Marshfield & South Eastern...	85,000 00	26,403 93	15,845 04	450,000 00
34 Marinette, Tomahawk & West.	148,508 10	18,983 31	699 03	
35 Mil. & Wauwatosa (motor)...		5,283 12		185,000 00
36 Minnesota & Wisconsin...	250,000 00	23,475 13	2,275 13	320,000 00
37 Minn., St. Paul & Ashland...	500,000 00	10,472 89		7,587,393 91
38 Minn., St. P. & Sault Ste. Marie	13,074,678 63	1,346,885 44	638,592 77	
39 Northern Pacific...		350,044 37	169,384 60	
40 Northwestern Coal Ry. Co.	379,387 60	33,866 75	5,345 28	444,000 00
41 Oshkosh Transportation Co.	70,000 00	8,076 25	5,508 21	
42 Packwaukee & Mon. (W.C.L.)				
43 R. Lake, Dallas & Menomonic	120,000 00	12,889 35		
44 St. Cloud, Grantsburg & Ash.	81,256 86	7,196 39		
45 Washburn, Bay. & Iron River.	500,000 00	34,481 28	39 10	237,000 00
46 West Range				
47 Winona Bridge Ry. Co.	241,000 00	10,367 63	758 81	202,125 00
48 Wisconsin & Michigan...	981,432 00	75,598 17	8,535 49	615,202 27
49 Whitcomb & Morris	9,860 00	2,671 10	302 60	
50 Wisconsin Central R. R. Co.	21,718,281 57	2,506,646 34	1,016,316 88	5,464,009 01
51 Wisconsin Central Co.	12,356,915 03	1,539,815 88	497,420 78	14,968,287 20
52 Duluth, Sup. & W. Ter. Co.	765,913 03	55,107 15	25,119 91	500,000 00
Totals	\$22,121,779 82	\$5,201,241 56	\$12,223,554 69	\$14,859,140 68

*Under the head of Cost of Road a number of interstate railroads have reported "unable to apportion by states." These railroads as shown above are not included in footings "cost of road."

Statistical Tables.

cost of each railroad, total gross receipts, total net earnings, the total interest bearing to this department by the companies named below, as of the year ending December 31, 1898.

Interest accrued upon indebtedness of railroad in Wisconsin, 1898.	Amount of interest paid upon such indebtedness in Wisconsin, 1898.	Total miles of railroad in Wisconsin Dec. 31, 1898.	Amount earned per mile, year ending Dec. 31, 1898.	Rate of taxation of each road, year ending Dec. 31, 1898.	Amount of tax or license for the year 1898.	No
\$6,720 00	\$6,720 00	15.16	\$1,147 00	\$5 per mile.....	\$75 80	1
20,400 00		34 00	923 00	5 per mile.....	170 00	2
8,541 01		37.00	3,884 00	1 per cent.....	5,009 00	3
	439 29	21.00	502 00	\$5 per mile.....	105 00	4
						5
77,226 83		9 86	251 00	\$5 per mile.....	49 30	6
1,896,113 59	1,215,620 46	1650 71	6,912 38	1 per ct. gross earnings.	456,282 25	7
2,363,207 35	2,383,256 89	1625 73	6,896 77	1 per ct. gross earnings.	448,492 42	8
632,236 33	629,818 29	621 66	5,583 86	1 per ct. gross earnings.	138,852 27	9
362,875 00	362,875 00	220 18	5,400 81	1 per ct. gross earnings.	50,726 75	10
78,000 00	78,000 00	12.55	4,841 00	1 per ct. gross earnings.	2,431 62	11
2,441 00	281 00	3.00	894 00	\$5 per mile.....	15 00	12
125,603 02		91.31	1,104 00	5 per mile.....	456 55	13
						14
		30.50	611 00	5 per mile.....	152 10	15
3,000 00	3,000 00	21.72	1,103 00	5 per mile.....	108 60	16
149,362 62	149,032 62	111.95	1,593 00	5 per mile & 2½ per ct.	820 33	17
2,464 29	2,464 29	1.75	8,149 21	1 per ct. gross earnings	570 39	18
	20,000 00	12.81	1,888 00	\$5 per mile & 2½ per ct.	941 85	19
		13.50	1,807 00	5 per mile & 2½ per ct.	146 28	20
		22.10	22,038 11	1 per ct. gross earnings.	19,481 70	21
		23 00	1,099 00	\$5 per mile.....	115 00	22
15,000 00	15,000 00	225 00	1,963 00	5 per mile & 2½ per ct.	3,756 46	23
		17.00	1,337 00	5 per mile.....	85 00	24
		4.07	1,176 00	5 per mile.....	23 50	25
						26
20,400 00	24,000 00	36.07	1,578 00	\$5 per mile & 2½ per ct.	520 85	27
52,500 00	22,250 00	51.03	677 00	5 per mile.....	256 50	28
11,700 00	11,700 00	15.70			78 50	29
		21.00	400 00	\$5 per mile.....	105 00	30
			436 00		78 50	31
13,450 62	13,450 62	25.04	1,373 00	\$5 per mile.....	125 20	32
		33 00	1,103 00	5 per mile.....	165 00	33
		14.30	1,334 00	5 per mile.....	71 50	34
		6.00	877 00	5 per mile.....	30 00	35
4,875 00	5,050 00	28.00	902 00	5 per mile.....	130 00	36
16,000 00		23.50	441 00	5 per mile.....	117 50	37
286,110 06	289,749 16	271.42	4,961 62	1 per ct. gross earnings.	53,887 42	38
		102.05	3,785 03	1 per ct. gross earnings.	15,601 77	39
47,027 81	46,450 00	19.61	1,727 00	\$5 per mile & 2½ per ct.	209 35	40
		4.28	1,886 00	5 per mile & 2½ per ct.	62 81	41
						42
		7.52	1,715 00	\$5 per mile & 2½ per ct.	77 84	43
		12.00	599 00	5 per mile.....	60 00	44
*11,850 00		61.00	548 00	5 per mile.....	305 00	45
		7.00		5 per mile.....	35 00	46
10,066 00	5,049 36	54	19,199 31	1 per ct. gross earnings.	414 71	47
27,434 58	8,974 68	40 12	1,909 22	\$5 per mile and 2½ per cent. on \$16,418.17.....	611 05	48
		6.00	445 00	\$5 per mile.....	30 30	49
282,225 45	83,475 00	575 43	4,251 55	1 per cent.....	100,265 85	50
758,452 06	61,853 85	285 53	5,354 30	1 per cent.....	61,192 64	51
20,000 00		6.50	8,478 00	1 per cent.....	2,204 29	52
\$7,310,081 15	\$5,438,540 51	6,487.20			\$1,365,493 92	

* 6 months.

Earnings.

Statement to the Railroad Commissioner of the state of Wisconsin of earnings the calendar year ending December 31, 1898.

NAME OF COMPANY.	PASSENGERS.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....	\$875 30	\$875 30
2 Ahnapee & Western	14,521 41	14,521 41
3 Ashland Siskiwt		
4 Big Falls R'y Co.	371 90	371 90
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	1,485 04	1,485 04
7 Chicago, Milwaukee & St. Paul	2,149,404 16	6,401,853 21
8 Chicago & Northwestern	2,274,094 34	7,912,818 20
9 Chicago, St. Paul, Minneapolis & Omaha.....	761,377 04	2,000,000 00
10 Chicago, Burlington & Northern	242,476 21	395,061 10
11 Chicago, Lake Shore & Eastern.....		
12 Chicago & Lake Superior.....	886 10	886 10
13 Chicago, Madison & Northern	27,477 27	226,733 79
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomone	138 47	138 47
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic	48,336 61	489,551 53
18 Duluth Short Line	756 78	756 78
19 Duluth, Superior & Western		30,733 90
20 Dunbar & Wausaukee	498 45	498 45
21 Eastern Railway Co. of Minnesota	27,072 79	254,347 82
22 Fairchild & North Eastern	892 53	892 53
23 Green Bay & Western	84,325 68	85,035 35
24 Hazelhurst & South Eastern	519 52	519 52
25 Iola & Northern	779 97	779 97
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western	15,881 10	15,881 10
28 Kickapoo Valley & Northern	6,004 01	6,004 01
29 Lake Superior Terminal & Transfer R'y Co.	127 70	127 70
30 Mattoon R'y Co.	1,264 00	1,264 00
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior.....	1,987 83	1,987 83
33 Marshfield & South Eastern	5,625 92	5,625 92
34 Marinette, Tomahawk & Western	2,536 91	2,536 91
35 Milwaukee & Wauwautosa		
36 Minnesota & Wisconsin	1,999 50	1,999 50
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	134,290 38	594,942 50
39 Northern Pacific	79,051 59	5,060,041 60
40 Northwestern Coal R'y Co.		
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomone	1,305 52	1,305 52
44 St. Cloud, Grantsburg & Ashland	2,383 51	2,383 51
45 Washburn, Bayfield & Iron River	796 73	796 73
46 West Range		
47 Winona Bridge R'y Co.	2,490 47	4,750 37
48 Wisconsin & Michigan	9,033 71	13,101 59
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.	522,682 61	522,682 61
51 Wisconsin Central Co.	306,999 59	540,442 02
52 Duluth, Superior & Western Terminal		
Totals	6,727,845 65	\$24,593,773 70

¹Earnings whole line, estimated by commissioner.

Earnings.

from all sources of the several railway companies of the state of Wisconsin for

FREIGHT.		MAIL, EXPRESS AND TRANSPORTATION AND CAR COMPANIES, AND ALL OTHER SOURCES.		TOTAL.		No
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$15,753 22	\$15,753 22	\$761 68	\$761 68	\$17,390 20	\$17,390 20	1
12,906 90	12,906 90	3,954 54	3,954 54	31,382 85	31,382 85	2
.....	125,226 76	.....	.....	.....	125,226 76	3
7,047 18	7,047 18	119 83	119 83	7,538 91	7,538 91	4
.....	.....	.....	.....	.....	.....	5
957 82	957 82	39 00	39 00	2,481 86	2,481 86	6
8,349,364 45	26,936,812 84	908,287 66	2,751,065 62	11,407,056 28	36,089,731 67	7
8,380,533 96	27,808,135 96	557,632 15	1,776,026 28	11,212,210 45	37,496,980 44	8
2,519,628 17	7,600,000 00	190,301 66	400,000 00	3,471,306 87	10,000,000 00	9
944,438 94	1,501,683 76	56,253 69	99,933 58	1,243,168 84	1,996,668 44	10
6,079 50	6,079 50	.....	.....	6,079 50	6,079 50	11
1,574 16	1,574 16	222 42	222 42	2,632 68	2,682 63	12
56,237 70	894,728 49	12,133 76	168,444 84	95,848 73	1,289,807 12	13
.....	.....	.....	.....	.....	.....	14
15,291 01	15,291 01	.....	.....	15,429 48	15,429 48	15
23,964 45	23,964 45	.....	.....	23,964 45	23,964 45	16
119,540 39	1,209,590 73	13,471 03	122,665 33	178,348 03	1,821,807 59	17
13,406 31	13,406 31	97 44	97 44	14,259 53	14,259 53	18
22,228 47	158,104 20	1,317 77	14,509 35	23,546 24	203,397 45	19
22,902 49	22,902 49	.....	.....	23,400 94	23,400 94	20
430,807 40	2,307,972 12	29,162 21	63,108 69	487,042 40	2,625,428 63	21
24,380 45	24,380 45	2,531	25 31	25,298 29	25,298 29	22
323,640 58	329,865 25	29,792 22	29,949 73	442,758 48	444,850 33	23
21,139 97	21,139 97	78 06	78 06	21,737 55	21,737 55	24
4,513 16	4,513 16	238 30	238 30	5,531 43	5,531 43	25
.....	.....	205 00	205 00	.....	205 00	26
48,805 53	48,805 53	4,257 50	4,257 50	68,944 13	68,944 13	27
25,769 16	25,769 16	2,980 61	2,980 61	34,753 78	34,753 78	28
5,712 62	5,712 62	1,038 11	1,038 11	6,878 43	6,878 43	29
6,145 82	6,145 82	602 74	602 74	8,012 56	8,012 56	30
.....	.....	.....	.....	.....	.....	31
28,911 18	28,911 18	3,566 15	3,566 15	34,465 16	34,465 16	32
30,152 71	30,152 71	625 30	625 30	36,403 93	36,403 93	33
16,061 40	16,061 40	375 00	375 00	18,993 31	18,993 31	34
.....	.....	.....	.....	.....	.....	35
20,503 61	20,503 61	972 02	972 02	23,475 13	23,475 13	36
10,472 89	10,472 89	.....	.....	10,472 89	10,472 89	37
1,144,378 07	3,373,066 63	67,926 99	299,008 78	1,346,655 44	4,267,637 51	38
284,774 69	18,596,494 45	26,218 09	1,434,564 05	380,044 37	25,091,100 10	39
24,106 75	24,106 75	9,760 00	9,760 00	33,866 75	33,866 75	40
8,076 75	8,076 75	189 54	*189 54	8,266 29	8,266 29	41
.....	.....	.....	.....	.....	.....	42
10,205 56	10,205 56	1,378 17	1,378 17	12,889 25	12,889 25	43
4,143 40	4,143 40	669 48	669 48	7,196 39	7,196 39	44
33,684 55	33,684 55	.....	.....	34,481 28	34,481 28	45
.....	.....	.....	.....	.....	.....	46
7,877 16	15,025 01	.....	.....	10,367 63	19,775 38	47
61,578 57	83,818 35	5,800 98	7,400 75	76,598 18	76,318 63	48
2,671 10	2,671 10	.....	.....	2,671 10	2,671 34	49
1,852,985 50	1,852,985 50	130,978 23	130,978 23	2,506,646 34	2,506,646 34	50
1,149,984 10	1,772,577 43	72,832 19	134,645 42	1,529,815 88	2,447,674 87	51
55,107 15	55,107 15	.....	.....	55,107 15	55,107 15	52
\$26,154,323 96	\$35,066,571 20	\$2,134,264 83	\$7,464,456 85	\$35,016,434 44	\$127,124,801 79	

*For sale of old material Oshkosh T. Co.

Expenses.

Statement to the Railroad Commissioner of the state of Wisconsin of the 31, 1898.

NAME OF COMPANY.	OPERATING EXPENSES.		TAXES.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbottsford & Northeastern.....	\$7,507 64	\$7,507 64	\$75 80	\$75 80
2 Ahnapee & Western.....	18,223 06	18,223 06	170 00	170 00
3 Ashland Siskiwi.....	82,156 96	82,156 96	817 57	817 57
4 Big Falls R'y Co.....	6,062 52	6,062 52	80 00	80 00
5 Bayfield Harbor & Gt. W'n.....	2,612 41	2,612 41	49 30	49 30
6 Bayfield Transfer R'y.....	6,077,310 06	20,956,241 58	446,527 55	1,171,238 81
7 Chicago, Milwaukee & St. P.....	7,464,915 33	23,311,714 74	367,240 61	1,143,832 59
8 Chicago & Northwestern.....	2,632,639 85	16,000,000 00	138,852 27	350,000 00
9 Chicago, St. P., Minn. & O.....	750,641 48	1,262,926 91	48,706 53	88,867 52
10 Chicago, Burlington & N'n.....	38,958 97	38,958 97	1,921 30	1,921 30
11 C., L. S. & E. opr. M. R. V.....	3,977 03	3,977 03	15 00	15 00
12 Chicago & Lake Superior.....	115,997 67	738,639 41	403 39	3,333 27
13 Chicago, Madison & North'n.....	17,820 66	17,820 66	162 50	162 50
14 Chicago, Wis. & Minnesota.....	17,069 73	17,069 73		
15 Chippewa River & Menom.....	124,015 50	1,199,747 07	589 30	41,754 84
16 Drummond & South W'n.....	12,208 76	12,208 76	570 38	570 38
17 Duluth, South Shore & At.....	8,252 79	111,373 67	889 14	4,592 56
18 Duluth Short Line.....	5,776 81	5,776 81	146 27	146 27
19 Duluth, Superior & Western.....	364,204 38	1,223,698 26	20,009 85	76,742 33
20 Dunbar & Wausaukee.....	12,927 99	12,927 99	110 00	110 00
21 Eastern R'y Co. of Minn.....	376,224 96	376,224 96	4,211 70	4,211 70
22 Fairchild & North Eastern.....	13,704 34	13,704 34	111 50	111 50
23 Green Bay & Western.....	4,211 63	4,211 63	23 50	23 50
24 Hazelhurst & South Eastern.....				
25 Jola & Northern.....	37,346 84	37,346 84	634 14	634 14
26 Glenwood & Northeastern.....	46,768 21	46,768 21		
27 Kewaunee, Gr'n Bay & W'n.....	50,157 39	50,157 39	78 50	78 50
28 Kickapoo Val. & Northern.....	17,051 77	17,051 77	96 80	96 80
29 Lake Sup. T. & T. R'y Co.....				
30 Mattoon R'y Co.....	22,480 29	22,480 29	125 20	125 20
31 Milwaukee & Superior.....	20,558 89	20,558 89		
32 Marshfield & South Eastern.....	18,294 28	18,294 28		
33 Marinette, Tom. & Western.....				
34 Milwaukee & Wauwatosa.....	15,951 24	15,951 24	130 00	130 00
35 Minnesota & Wisconsin.....	12,558 93	12,558 93		
36 Minneapolis, St. P. & Ash'd.....	710,292 67	2,358,706 12	52,932 38	153,887 35
37 Minn., St. P. & Sault St. M.....	180,094 95	11,013,795 01	15,347 23	797,880 00
38 Northern Pacific.....	28,311 47	28,311 47	210 00	210 00
39 Northwestern Coal R'y Co.....	2,480 18	2,480 18	277 90	277 90
40 Oshkosh Transportation Co.....				
41 Packwaukee & Montello.....	9,151 93	9,151 93	54 40	54 40
42 Rice Lake, Dallas & Menom.....	7,966 26	7,966 26	60 00	60 00
43 St. Cloud, G. & A.....	34,442 18	34,442 18		
44 Washburn, Bayfield & I. R.....	2,086 43	3,979 70	212 86	406 01
45 Washburn, Bayfield & I. R.....				
46 Winona Bridge R'y Co.....	47,335 12	84,982 29	2,832 42	2,855 13
47 West Range.....	2,332 50	2,332 50	30 00	30 00
48 Wisconsin & Michigan.....				
49 Whitcomb & Morris.....	1,490,329 66	1,490,329 66	96,562 65	96,562 65
50 Wisconsin Central R. R. Co.....	1,032,395 10	1,502,179 11	60,097 08	83,599 53
51 Wisconsin Central Co.....	29,987 24	29,987 24	2,261 92	2,261 92
52 Duluth, Sup. & W. Ter. Co.....				
Totals.....	\$21,975,905 44	\$72,233,506 60	\$1,263,626 94	\$4,031,586 57

Reported for Wisconsin only, balance estimated.

Expenses.

expenses of the several railways of the state for the year ending December

RENTALS AND INTEREST.		DIVIDENDS.		TOTAL.		
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$6,720 00	\$6,720 00			\$14,303 44	\$14,303 44	1
20,400 00	20,400 00			38,793 06	38,793 06	2
	3,504 04					
3,641 04	101 00			86,615 57	86,615 57	3
439 29	439 29			6,581 81	6,581 81	4
						5
77,226 83	77,226 83			79,888 54	79,888 54	6
1,896,113 59	7,022,642 93	1,215,620 46	4,502,298 00	9,635,571 66	33,652,421 32	7
2,427,392 12	7,582,223 96					
6,611 15	20,645 54	1,127,686 49	3,521,581 25	11,394,445 70	35,582,998 08	8
632,236 33	1,309,000 00	626,502 07	1,250,000 00	4,030,290 52	8,900,000 00	9
	675,487 50					
362,875 00	145,492 38	3,964 15	4,386 67	1,166,187 16	2,177,160 98	10
78,000 00						
100,000 00	178,000 00			218,800 27	218,880 27	11
281 00	281 00			4,273 03	4,273 03	12
135,603 02	343,500 00			252,004 08	1,116,072 68	13
						14
				17,983 16	17,983 16	15
3,000 00	3,000 00					
149,062 62	859,580 49			283,455 17	2,125,381 08	17
9,787 75	24,298 72			12,779 14	12,779 14	18
	40,490 35					
22,275 35	29,698 44			31,417 28	186,075 32	19
				5,923 08	5,923 08	20
	235,000 00					
3,541 51	87,583 15		500,000 00	387,655 74	2,223,023 74	21
				13,037 99	13,037 99	22
4,944 36	4,944 36	15,000 00	15,000 00	400,381 02	400,381 02	23
				25,815 84	25,815 84	24
				4,235 13	4,235 13	25
						26
204,000 00						
108 00	20,508 00			58,488 98	58,488 98	27
11,250 00	11,250 00			46,768 21	46,768 21	28
11,700 00	11,700 00			61,935 89	61,935 89	29
				17,061 77	17,061 77	30
						31
13,450 62						
120 00	13,570 62			36,176 11	36,176 11	32
				20,558 89	20,558 89	33
				18,294 28	18,294 28	34
						35
5,050 00	5,050 00					
68 76	68 76			21,200 00	21,200 00	36
				12,558 93	12,558 93	37
	1,212,330 70					
286,110 06	127,463 01			1,049,325 11	3,852,387 18	38
	6,117,651 54		3,800,000 00	195,442 18	21,729,236 57	39
19,350 00	19,350 00			47,871 47	47,871 47	40
		5,000 00	5,000 00	7,758 08	7,758 08	41
						42
54 00	54 00			9,260 33	9,260 33	43
				8,076 26	8,026 26	44
				34,442 18	34,442 18	45
5,040 86	9,631 22					
104 31	198 96	2,124 41	4,062 13	9,614 87	18,328 02	46
						47
27,434 55	53,167 80					
7,531 57	8,788 30			85,133 66	149,793 57	48
				2,362 50	2,362 50	49
83,725 00						
405,519 71	489,244 71			2,076,137 02	2,076,137 02	50
63,400 40	92,250 00					
278,370 11	713,167 50			1,434,262 69	2,391,196 14	51
20,458 69	20,458 69					
1,550 16	1,550 16			54,258 01	54,258 01	52
\$7,198,566 26	\$27,688,749 93	\$2,995,897 58	\$13,602,318 06	\$33,436,986 24	\$117,586,794 35	

Disbursements.

Total amount paid by the several railways in the state of Wisconsin for the of said railways which is in the state of Wisconsin, and also upon the whole of the state of Wisconsin January, 1899:

NAME OF COMPANY.	FOR CONSTRUCTION.		FOR EQUIPMENT.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western	\$6,158 23	\$6,158 23	\$7,025 00	\$7,025 00
3 Ashland Siskiwt	7,434 70	7,434 70		32,450 00
4 Big Falls R'y Co.....				
5 Bayfield Harbor & Gt. West.				
6 Bayfield Transfer R'y.....	88,650 06	88,650 06	716 10	716 10
7 Chicago, Milwaukee & St. P.	45,757 43	169,471 97	517,061 20	1,915,041 48
8 Chicago & Northwestern.....	1,114,087 67	3,479,114 33	176,653 18	551,114 33
9 Chicago, St. P., M. & O.....	71,542 78			
10 Chicago, Burlington & N'n.	366 86	42,114 61	4,908 85	6,630 00
11 Chicago, Lake Shore & East.			3,713 13	3,713 13
12 Chicago & Lake Superior....	3,026 39	3,026 39	27 50	27 50
13 Chicago, Madison & Northern				
14 Chicago, Wisconsin & Minn.				
15 Chippewa Riv. & Menomoneie	37 56	37 56	13,290 39	13,290 39
16 Drummond & South West'n.			15,326 90	15,326 90
17 Duluth, South Shore & Atl..		27,290 26		12,762 55
18 Duluth Short Line				
19 Duluth, Superior & Western		112,174 67		89,312 13
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn....		4,677,084 78		224,357 50
22 Fairchild & North Eastern..	33,816 91	33,816 91	3,446 75	3,446 75
23 Green Bay & Western.....				
24 Hazelhurst & South Eastern			31 02	31 02
25 Iola & Northern				
26 Glenwood & North-eastern ..				
27 Kewaunee, G'n Bay & West.				
28 Kickapoo Val. & Northern..	26,185 27	26,185 27	3,986 03	3,986 03
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & Lake Winnebago				
32 Milwaukee & Superior	16,350 07	16,350 07		
33 Marshfield & South Eastern				
34 Marinette, Tom. & Western	20,925 08	20,925 08	583 02	583 02
35 Milwaukee & Wauwatosa....				
36 Minnesota & Wisconsin.....	91 70	91 70	1,475 69	1,475 69
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & Sault St. Marie	68,689 53	659,923 09	126,552 87	534,206 11
39 Northern Pacific		1,101,115 82		1,248,354 01
40 Northwestern Coal R'y Co..	27 94	27 94		
41 Oshkosh Transportation Co.	93 97	93 97		
42 Packwaukee & Montello.....				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, G'tsburg & Ashl'd				
45 Washburn, Bayfield & I. Riv.	500,000 00	500,000 00		
46 West Range				
47 Winona Bridge R'y Co.....				
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.	29,156 68	29,156 68	599 83	599 83
51 Wisconsin Central Co.....	5,774 58	9,064 79		
52 Duluth, Superior & W. Ter- minal	14,992 53	14,992 53		
Totals	\$2,063,345 97	\$11,009,426 51	\$375,397 46	\$4,664,448 47

Disbursements.

calendar year ending December 31, 1898, which is justly chargeable to that part line, and specified in items as follows, as reported to the Railroad Commissioner

FOR OPERATION.		FOR TAXES.		FOR INTEREST.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin	Whole line.	
\$7,507 64	\$7,507 64	\$75 80	\$75 80	\$6,720 00	\$6,720 00	1
18,223 06	18,223 06	170 00	170 00	20,400 00	20,400 00	2
82,156 96	62,229 49		817 57	3,540 00	3,540 04	3
6,062 52	6,062 52	80 00	80 00	439 29		4
						5
2,612 31	2,612 41	49 30	49 30	77,226 83	77,226 83	6
6,077,310 06	20,956,241 58	446,527 55	1,171,238 81	1,896,113 59	7,022,642 93	7
7,464,915 33	23,311,714 74	367,240 61	1,146,832 59	2,883,256 89	7,442,523 12	8
2,632,699 85	6,060,000 00	138,852 27	350,000 00	623,818 29	1,300,000 00	9
750 641 48	1,262,926 81	48,706 53	88,867 52	362,875 00	675,487 50	10
38,963 97	38,958 97	1,921 30	1,921 30	78,000 00	100,000 00	11
3,977 03	3,977 03	15 00	15 00	281 00	281 00	12
115,997 67	738,639 41	403 39	33,933 27	135,603 02	343,500 00	13
						14
17,820 66	17,820 66	162 50	162 50			15
17,063 73	17,063 73			3,600 00	3,000 00	16
124,015 50	1,199,747 07	589 30	41,754 84	149,062 62	859,580 45	17
12,203 76	12,204 76	570 38	570 38	2,464 29	2,464 29	18
3,252 79	111,373 67	889 14	4,512 86		40,490 35	19
5,776 81	5,776 81	146 27	146 27			20
364,204 38	1,233,698 26	20,009 85	76,742 33		335,000 00	21
12,927 99	12,927 99	110 00	110 00			22
376,224 96	376,224 96	4,211 70	4,211 70			23
13,704 34	13,704 34	111 50	111 50			24
4,211 63	4,211 63	23 50	23 50			25
						26
37,346 84	37,346 84	634 14	634 14	20,400 00		27
46,768 21	46,768 21			11,250 00		28
50,157 39	50,157 39	78 50	78 50	11,700 00		29
16,954 97	16,954 97	96 80	96 80			30
						31
22,480 29	22,480 29	125 20	125 20	13,450 62	13,450 62	32
20,553 89	20,553 89					33
18,294 28	18,294 28					34
						35
12,405 58	12,405 58	130 00	130 00	5,060 00	5,060 00	36
12,553 93	12,553 93					37
710 292 67	2,358,706 12	52,932 38	153,887 35	286,110 06	1,212,330 70	38
180,014 95	11,044,465 01	15,247 23	797,890 00		6,120,961 25	39
28,311 47	28,311 47	210 00	210 00	46,450 00	46,450 00	40
2,386 21	2,386 21	277 90	277 90			41
						42
9,151 93	9,151 93	54 40	54 40			43
7,966 26	7,966 26	60 00	60 00			44
34,442 18	34,442 18					45
						46
2,096 43	3,979 75	212 86	406 01	5,049 36	9,631 22	47
17,335 12	84,982 29	2,832 42	2,855 13	27,434 55	53,167 80	48
2,338 50	2,338 50	30 00	30 00			49
1,490,329 66	1,490,329 66	96,562 65	96,562 65	83,475 00		50
1,032,395 10	1,502,179 11	60,097 08	83,599 53	61,853 85	90,000 00	51
						52
29,987 24	29,987 24	2,261 92	57 64	20,458 69	20,458 69	
\$21,972,123 25	\$72,233,506 60					

Disbursements.

Total amount paid by the several railways in the state of Wisconsin for the of said railways which is in the state of Wisconsin, and also upon the whole of the state of Wisconsin January, 1899:

NAME OF COMPANY.	FOR RENTALS.		FOR DIVIDENDS.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western.....				
3 Ashland Siskiwit		\$101 00		
4 Big Falls R'y Co.				
5 Bayfield Harbor & Gt. West.				
6 Bayfield Transfer Ry.				
7 Chicago, Milwaukee & St. P.				
8 Chicago & Northwestern.....	\$6,611 15	20,645 54	\$1,128,307 72	\$3,523,521 25
9 C. St. P. Minn. & Omaha.....			505,411 88	
10 Chicago, Burlington & N'th.		145,492 38		
11 Chicago, Lake Shore & East.	100,000 00			
12 Chicago & Lake Superior.....				
13 Chicago, Madison & North.				
14 Chicago, Wisconsin & Minn.				
15 Chippewa Riv. & Menomonie.....				
16 Drummond & South West'n.....				
17 Duluth, So. Shore & Atlan.	9,787 75	24,298 72		
18 Duluth Short Line				
19 Duluth, Sup. & Western.....	22,275 35	29,698 44		
20 Dunbar & Wausaukee				
21 East. R'y Co. of Minnesota.....	3,541 51	87,583 15		500,000 00
22 Fairchild & North Eastern.....				
23 Green Bay & Western.....	4,944 36		15,000 00	
24 Hazelhurst & South Eastern.....			12,000 00	
25 Iola & Northern				
26 Glenwood & Northeastern.....				
27 Kewaunee, Gr. Bay & West.	108 00			
28 Kickapoo Val. & Northern.....				
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & Lake Winnebago.....				
32 Milwaukee & Superior.....	120 00	120 00		
33 Marshfield & South Eastern.....				
34 Marinette, Tom. & Western.....				
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	68 76	68 76		
37 Minneapolis, St. P. & Ash'd.....				
38 M., St. P. & Sault St. Marie.....		127,463 01		
39 Northern Pacific				3,800,000 00
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.			5,000 00	
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, G'tsburg & Ash'd.....				
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge R'y Co.	104 31	198 96		
48 Wisconsin & Michigan	7,531 57	8,788 30		
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.	405,519 71			
51 Wisconsin Central Co.	278,370 11	712,167 50		
52 Duluth, Superior & Western.....				
Terminal	1,550 16	1,550 16		
Totals				

Statistical Tables.

To the Hon. James O. Davidson, State Treasurer: Herewith find statement showing indebtedness, total mileage of railroads, within the state of Wisconsin, as reported to 1899, and being according to the provisions of section 1793, Revised Statutes of Wisconsin.

Name of Company.	Total cost of railroad in Wisconsin, Dec. 31, 1899.	Total gross receipts of railroads in Wisconsin, 1899.	Total net earnings of railroads in Wisconsin, 1899.	Interest bearing indebtedness of railroads in Wisconsin Dec. 31, 1899.
Abbotsford & Northeastern.....	\$232,000 00	\$15,109 04	\$1,517 82	\$112,000 00
Ahnapee & Western.....	419,212 74	39,507 08	17,992 17	340,000 00
Ash Siskiwit & Iron R. Log Ry.....	22,000 00			125,226 76
Big Falls R'y Co.....	86,000 00	9,628 79	637 61	7,715 49
Bayfield Harbor & Great Western & Bayfield Transfer R'y.....	3,412,634 12	5,646 01	1,295 13	1,598,357 92
Chicago, Milwaukee & St. Paul.....	56,769,432 35	12,730,994 62	4,775,957 73	31,544,899 10
Chicago & Northwestern.....	57,000,000 00	12,817,094 41	4,234,922 92	43,073,593 94
Chicago, St. P., Minn. & Omaha.....	23,568,902 93	3,007,813 24	913 739 05	10,539,921 38
Chicago, Burlington & Quincy.....	11,141,591 34	1,314,920 10	553,634 12	4,771,164 48
Chicago, Lake Shore & Eastern.....	170,000 00	71,371 60	96,513 23	272,790 00
Chicago & Lake Superior.....	58,352 00	2,641 00		44,935 00
Chicago, Madison & Northern.....	3,208,486 01	100,224 14	34,300 05	2,712,060 40
Chippewa River & Menomonie.....	272,129 32	30,530 28	8,811 53	
Drummond & South Western.....	168,978 31	13,017 49	3,377 66	50,000 00
Duluth, Superior & Atlantic.....	3,300,000 00	266,235 61	67,928 22	3,716,000 00
Duluth, Superior & Western Tr. Co.....	910,856 17	260,478 77	131,023 49	500,000 00
Dunbar & Wausaukee.....	71,031 02	29,938 37	21,218 09	None.
Eastern R'y. Co. of Minnesota.....	1,526,000 00	497,725 21	145,345 54	755,900 00
Fairchild & North Eastern.....	203,100 37	35,578 36	26,888 27	None.
Green Bay & Western.....	10,100,000 00	479,260 40	39,033 05	Not given.
Hazelnurst & South Eastern.....	102,100 89	19,842 70	5,825 41	None.
Iola & Northern.....	57,835 71	5,896 16	261 92	None.
Glenwood & Northeastern.....		135 00		None.
Kewaunee, Green Bay & Western K. V. & N. (fraction of a year).....	1,038,350 00	53,278 25	1,318 28	408,000 00
Lake Superior Ter. & Tr. R'y Co.....	203,733 96	3,735 22		1,000,000 00
Mattoon R'y Co.....	291,210 53	11,120 23		195,000 00
Milwaukee & Superior.....	70,608 10	9,737 20		
Marshfield & South Eastern.....	30,175 38	49,147 81	21,805 41	168,000 00
Marinette, Tomahawk & Western.....	198,000 00	39,291 01	19,272 79	450,000 00
Minnesota & Wisconsin.....	313,339 13	42,162 26	4,899 93	None.
Minneapolis, St. Paul & Ashland.....	443,750 00	31,662 29	13,572 93	243,750 00
Minn., St. P. & Saut Ste. Marie.....	803,000 00	25,984 14		320,000 00
Northern Pacific.....	13,275,285 00	1,412,147 36	813,269 04	7,343,350 98
Northwestern Coal R'y Co.....	3,000,000 00	430,133 75	218,510 02	3,603,000 00
Oshkosh Transportation Co.....	703,224 20	34,018 18	10,522 95	794,000 00
Rice Lake, Dallas & Menomonie.....	70,000 00	8,719 75	5,384 58	None.
Washburn, Bayfield & Iron River.....	120,000 00	12,259 55	1,414 29	60,000 00
West Range.....	384,000 00	110,652 21	10,055 93	Rec. cant tell
Winona Bridge R'y Co.....	35,000 00			None.
Wisconsin & Michigan.....	211,000 00	11,345 27	575 83	202,125 00
Whitcomb & Morris.....	981,432 00	87,331 90	13,137 41	58,598 64
Wisconsin Central R'y Co., Mil. & S. Winn., Park & Mont., Wisconsin Central Co., Chi., Wis. & Minn.....	9,719 40	2,415 07		None.
Holmes & Sons R'y Co.....	50,455,906 72	4,528,295 13	1,446,937 86	23,078,860 80
Hawthorn, Nebagamon & Superior.....	92,748 00	1,009 50		None.
St. Paul & Duluth.....	50,250 55	6,964 53	777 41	None.
Superior Belt Line & Transfer Co.....	812,147 76	22,853 14	8,349 02	299,597 55
Lake Shore & Eastern R'y Co.....	77,000 00	5,810 28		None.
(J. R. Davis Lbr. Co.).....	32,405 38	531 45		None.
Total.....	\$247,501,364 44	\$39,575,562 20	\$3,103,037 91	\$141,564,850 44

Cost of railroad in Wisconsin estimated by the commissioner in case of A. S. & I. R. R'y. Big Falls, C., L. S. & E., D., S. S. & A., E. R'y Minn., N. P. R'y & Superior B. L. R'y M. & S. E.

Statistical Tables.

cost of each railroad, total gross receipts, total net earnings, the total interest bearing this department by the companies named below, as of the year ending December 31, sin, 1898.

Interest accrued upon indebtedness of railroads in Wisconsin Dec. 31, 1899.	Amount of interest paid upon such indebtedness in Wisconsin Dec. 31, 1899.	Total miles of railroad in Wisconsin Dec. 31, 1899.	Amount earned per mile, year ending Dec. 31, 1899.	Rate of taxation of each road, year ending Dec 31, 1899.	Amount of tax or license for the year 1899.
\$3,720 00	\$3,720 00	15.16	\$396 63	\$5 per mile	\$75 80
	20,403 00	31	1,014 30	5 per mile	170 00
	510 08	*37			
		21	458 51	\$5 per mile	105 00
77,601 32		9.83	572 62	5 per mile	49 30
1,761,217 58	1,787,798 57	1,650.46	7,707 53	4 per cent.	508,839 39
2,201,708 06	2,199,823 16	1,625.73	7,883 90	4 per cent.	512,683 78
616,611 87	619,012 19	619.11	6,150 45	4 per cent.	152,312 53
255,001 07	254,549 89	222.57	5,907 83	4 per cent.	52,596 80
14,949 59	14,939 50	17.33	4,119 53	4 per cent.	2,855 65
2,651 09	491 00	3	1,213 69	\$5 per mile	15 00
135,603 02		91.31	1,097 79	5 per mile	458 55
		33	825 16	5 per mile	165 00
3,000 00	3,000 00	21.72	600 71	5 per mile	108 60
153,641 07	151,641 07	110.60	2,407 19	3 per cent.	7,987 07
20,000 00	20,000 00	6.16	42,285 51	4 per cent.	10,419 16
		13.34	1,995 44	\$5 per mile & 2½ per ct.	234 71
		38.15	13,016 48	4 per cent.	19,906 01
		30	1,185 38	\$5 per mile	150 00
\$2,500 00	52,500 00	225	2,190 04	5 per cent.	14,377 83
		17	1,167 22	\$5 per mile	85 00
		4. 7-10	1,254 50	\$5 per mile	23 35
		15. 7-10	9 04	5 per mile	75 00
20,400 00	20,400 00	36. 7-10	2,432 61	3 per cent.	2,498 35
48,749 99		51. 3-10	658 00	\$5 per mile	258 50
11,700 00	11,700 00	15. 7-10	708 24	5 per mile	78 50
		21	478 00	5 per mile	105 00
10,083 00	10,083 00	21.16	1,878 81	5 per mile & 2½ per ct.	373 50
27,000 00		33	1,190 63	5 per mile	165 00
		33.30	1,239 13	5 per mile	168 50
9,750 00		21	1,650 88	5 per mile & 2½ per ct.	181 06
16,000 00		35.34	731 91	5 per mile	177 50
274,083 87	258,894 55	271.42	5,314 44	4 per cent.	57,697 90
		102.92	4,179 32	4 per cent.	17,205 35
43,357 21	43,450 00	8	4,203 82	4 per cent.	1,36 93
		4.28	2,017 23	3 per cent.	261 60
3,000 00		7.50	1,614 60	\$5 per mile & 2½ per ct.	62 94
		64	1,728 34	5 per mile & 2½ per ct.	689 31
		7		5 per mile	35 00
10,096 00	5,082 99	54	21,009 76	2 per cent.	224 91
27,211 39	6,223 76	40.12	2,176 70	3 per cent.	2,619 96
		6	1,402 51	\$5 per mile	30 00
478,047 20	10,526 15	874.16	5,180 16	4 per cent.	181,131 81
		27	36 61	\$5 per mile	135 00
		7.35	947 55	5 per mile	36 75
14,882 55	14,882 55	13.75	1,661 33	5 per mile & 2½ per ct.	124 46
		10.91	531 10	5 per mile	54 70
		12	44 27	5 per mile	60 00
\$6,295,555 76	\$5,514,614 43	6,592.00			\$1,519,434 87

* Included by the commissioner—refused to report.

Earnings.

Statement to the Railroad Commissioner of Wisconsin of earnings from all calendar year ending December 31, 1899.

NAME OF COMPANY.	PASSENGERS.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....	\$1,242 92	\$1,242 92
2 Ahnapee & Western	15,383 24	15,383 24
3 Ashland & Eskiwiit		
4 Big Falls R'y Co.	366 15	366 15
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer Co.	2,741 50	2,741 50
7 Chicago, Milwaukee & St. Paul	2,392,305 80	7,307,984 68
8 Chicago & Northwestern	2,545,936 21	8,697,538 56
9 Chicago, St. Paul, Minneapolis & Omaha	915,704 59	1,800,000 00
10 Chicago, Burlington & Quincy	248,842 30	7,493,581 52
11 Chicago, Lake Shore & Eastern		
12 Chicago & Lake Superior	1,099 85	1,099 65
13 Chicago, Madison & Northern	32,418 76	258,436 18
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonie	712 63	712 63
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic	77,463 70	686,336 76
18 Duluth Short Line	3,942 44	60,000 00
19 Duluth, Superior & Western Terminal Co.		
20 Dunbar & Wausaukee	760 17	760 17
21 Eastern Railway Co. of Minnesota	37,927 47	358,812 02
22 Fairchild & Northeastern	1,772 60	1,772 60
23 Green Bay & Western	91,084 95	91,742 84
24 Hazelhurst & South Eastern	550 80	550 80
25 Iola & Northern	949 29	949 29
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western	17,284 39	17,284 39
28 Klekappoo Valley & Northern	5,777 39	5,777 39
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon R'y Co.	1,884 65	1,884 65
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior	2,483 41	2,483 41
33 Marshfield & South Eastern	5,983 29	5,983 29
34 Marinette, Tomahawk & Western	4,141 50	4,141 50
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin	3,134 37	3,134 37
37 Minneapolis, St. Paul & Ashland	269 97	269 97
38 Minneapolis, St. Paul & Sault Ste. Marie	171,010 96	707,387 26
39 Northern, Pacific	99,438 06	5,491,677 14
40 Northwestern Coal R'y Co.		
41 Oshkosh Transportation Co.		
42 Puckwaukee & Montello		
43 Rice Lake, Dallas & Menomonie	1,299 97	1,299 97
44 St. Cloud, Grandburg & Ashland		
45 Washburn, Bayfield & Iron River	8,134 99	8,134 99
46 West Range (not operated)		
47 Winona Bridge R'y Co.	2,783 14	5,308 61
48 Wisconsin & Michigan	10,600 91	15,100 01
49 Whitcomb & Morris		
50 Wisconsin Central R'y Co.	893,149 61	1,140,242 33
51 Wisconsin Central Co.		
52 Hawthorn, Nebagamon & Superior	12 25	12 25
53 Hohm & Sons' Logging Co.		
54 Lake Shore & Eastern		
55 Superior Belt Line & Terminal		
56 Wisconsin & Western	817 36	
Totals	\$7,599,411 39	\$34,190,133 24

¹Receipts.

²From Nov. 27 to Dec. 31, 1899.

Earnings.

sources of the several railway companies of the state of Wisconsin for the

FREIGHT.		MAIL, EXPRESS, TRANSPORTATION, CAR COMPANIES AND ALL OTHER SOURCES.		TOTAL.	
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.
\$13,041 29	\$13,041 29	\$824 83	\$824 83	\$15,109 04	\$15,109 04
19,271 53	19,271 53	4,852 31	4,852 31	39,507 08	39,507 08
9,109 71	9,109 71	152 93	152 93	9,628 79	9,628 79
2,712 20	2,712 20	192 34	192 34	5,646 04	5,646 04
9,375,477 46	30,404,493 27	953,201 36	2,854,155 21	12,720,984 62	40,566,633 16
9,712,728 35	31,236,760 33	558,429 85	1,839,698 69	12,817,094 41	41,773,997 58
2,654,705 07	5,200,000 00	237,403 78	474,000 00	3,807,813 24	7,474,000 00
1,009,858 13	25,397,160 57	56,219 67	3,529,766 40	1,314,920 10	36,420,518 49
2,325 91	1,702,609 94	71,371 50	623,678 28	71,371 50	2,326,288 22
55,471 94	2,325 91	215 20	215 20	3,640 96	3,640 96
	1,026,939 25	12,333 44	170,106 87	100,224 14	1,455,482 30
29,817 65	29,817 65			30,530 28	30,530 28
13,047 49	13,047 49			13,047 49	13,047 49
172,602 29	1,570,056 24	16,169 65	151,044 39	266,235 64	2,407,437 39
13,081 40	330,000 00	829 35	829 30	22,853 19	4,000 00
244,264 05	244,354 05	16,124 72	16,124 72	260,478 77	260,478 77
26,178 20	26,178 20			26,933 37	26,933 37
416,460 41	2,761,561 16	43,378 37	159,323 99	497,725 25	3,279,697 17
33,456 82	33,456 82	346 94	346 94	35,576 36	35,576 36
362,706 33	363,820 11	25,469 52	25,625 88	479,260 50	481,188 83
19,187 43	19,187 43	104 56	104 56	19,842 79	19,842 79
4,630 20	4,630 28	266 59	266 59	5,896 16	5,896 16
		135 00	135 00	135 00	135 00
62,213 13	62,213 29	3,780 73	3,780 73	83,278 25	83,278 25
25,452 22	25,452 22	1,680 61	1,680 61	32,910 22	32,910 22
		11,120 23	11,120 23	11,120 23	11,120 23
7,255 26	7,255 26	597 29	597 29	9,737 20	9,737 20
45,030 70	45,030 70	1,633 70	1,633 70	49,147 81	49,147 81
32,681 52	32,681 92	625 80	625 80	39,291 01	39,291 01
36,874 80	36,874 80	1,145 96	1,145 96	42,162 26	42,162 26
30,595 62	30,595 62	932 29	932 29	34,667 29	34,667 29
25,714 17	25,714 17			25,984 14	25,984 14
1,206,680 19	3,639,154 40	66,007 69	322,759 12	1,443,698 84	4,669,301 73
304,190 87	20,563,188 09	26,505 32	1,805,979 50	420,133 75	27,869,794 73
29,656 43	29,656 43	4,391 75	4,391 75	34,048 18	34,048 18
8,719 75	8,719 75			8,719 75	8,719 75
10,591 07	10,591 07	368 51	368 51	12,259 55	12,259 55
98,722 02	98,722 02	3,795 20	3,795 20	110,652 21	110,652 21
8,563 13	16,331 54			11,345 27	21,640 16
68,236 88	93,717 74	8,494 19	12,628 06	87,331 98	121,445 80
2,415 07	2,415 07			2,415 07	2,415 07
3,432,424 70	4,110,128 72	205,242 46	258,080 39	4,530,816 77	5,508,451 44
6,743 39	6,743 39	42 00	42 00	6,797 57	6,797 57
1,009 50	1,009 50			1,009 50	1,009 50
531 45	531 45			531 45	531 45
		5,810 28		5,810 28	5,810 28
2,815 14		157 88	157 88	3,790 38	157 88
\$29,642,398 78	\$129,307,310 61	\$2,340,303 80	\$12,281,113 94	\$39,582,118 97	\$176,778,555 79

*Rentals accrued from leases of line.

Disbursements.

Total amount paid by the several railway companies in the state of Wisconsin is justly chargeable to each, specified in items as follows, as reported to the

NAME OF COMPANY.	FOR CONSTRUCTION.		FOR EQUIPMENT.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western	\$3,000 00	\$3,000 00		
3 Ashland Siskiwi.....				
4 Big Falls R'y Co.....				
5 Bayfield Harb'r & Gt. W'n.....				
6 Bayfield Transfer R'y.....	526 58	526 58	\$1,651 50	\$1,651 50
7 Chicago, Milwaukee & St. P.....	261,716 13	1,012,049 99	149,118 59	576,633 02
8 Chicago & Northwestern.....	907,432 69	2,933,225 77	280,646 66	907,174 74
9 Chicago, St. P., M. & O.....	319,808 87	801,166 18		
10 Chicago, Burlington & North.....	12,092 49	21,749,094 79	38,592 15	1,048,699 72
11 Chicago, L. Shore & East'n.....	5,408 61	87,375 56		129,161 88
12 Chicago & Lake Superior	498 68	498 68		
13 Chicago, Madison & North'n.....				
14 Chicago, Wisconsin & Minn.....				
15 Chippewa Riv. & Menomonie.....	8,444 33	8,444 33		
16 Drummond & South West'n.....				
17 Duluth, So. Shore & Atlantic.....		41,617 80		212,880 33
18 Duluth Short Line.....				
19 Duluth, Superior & West'n.....	124,943 14	124,943 14	20,000 00	20,000 00
20 Dunbar & Wausaukee.....			5,486 57	5,485 57
21 East'n R'y Co. of Minnesota.....		5,159,289 26		1,931,742 71
22 Fairchild & North Eastern.....	26,255 71	26,255 71	2,576 97	2,576 97
23 Green Bay & Western.....				
24 Hazelhurst & South East'n.....				
25 Iola & Northern.....				
26 Glenwood & Northeastern.....				
27 Kewaunee, Gr. Bay & West.....				
28 Kickapoo Valley & North'n.....	205 99	205 99	4,578 56	4,578 56
29 Lake Sup. T. & T. R'y Co.....				
30 Mattoon R'y Co.....				
31 Milwaukee & L. Winnebago.....				
32 Milwaukee & Superior.....	7,460 98	7,460 98	24,466 51	24,466 51
33 Marshfield & South Eastern.....	1,018 08	1,013 08	4,997 00	4,997 00
34 Marinette, Tom. & Western.....	613 06	613 06	10,033 59	10,033 59
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....	6,390 23	6,390 23	526 75	526 75
37 Minneapolis, St. P. & Ashl'd.....	84,496 20	84,495 20	11,690 00	11,690 00
38 M., St. P. & Sault Ste. Marie.....	195,134 68	1,019,545 18	5,471 73	25,261 94
39 Northern Pacific.....		1,257,478 84		829,386 29
40 Northwestern Coal R'y Co.....	145,937 35	145,937 35	23,752 54	23,752 54
41 Oshkosh Transportation Co.....	681 27	681 27		
42 Packwaukee & Montello.....				
43 Rice Lake, Dallas & Menom.....				
44 St. Cloud, G'tsburg & Ashl'd.....				
45 Washburn, Bayfield & I. R.....			54,043 65	54,043 65
46 West Range.....				
47 Winona Bridge R'y Co.....		1,500 95		
48 Wisconsin & Michigan.....				
49 Whitcomb & Morris.....				
50 Wisconsin Cent. R. R. Co.....				
51 Wisconsin Central Co.....	226,235 93	288,225 71	794,769 34	853,489 41
52 Lake Shore & Eastern.....			28 28	28 23
53 Holm & Son.....			3,700 00	3,700 00
54 Hawth'n, Nebagamon & Sup.....	250 55	250 55		
55 St. Paul & Duluth.....				
56 Superior Belt Line & Tr.....	845 35	845 35		
57 Wisconsin & Western.....	226 41	226 41		
Totals	\$2,339,611 17	\$34,762,367 94	\$1,436,128 44	\$6,681,964 91

Disbursements.

and also upon the whole for the calendar year ending December 31, 1899, which Railroad Commissioner of the state of Wisconsin January, 1900:

FOR OPERATION.		FOR TAXES.		FOR INTEREST.		No
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$10,591 22	\$10,591 22	\$75 80	\$75 80	\$6,720 00	\$6,720 00	1
21,514 91	21,514 91	170 00	170 00	10,000 00	10,000 00	2
.....	.....	.....	.....	.....	.....	3
8,346 10	8,346 10	105 00	105 00	540 08	540 08	4
.....	.....	.....	.....	.....	.....	5
8,541 39	8,541 29	49 30	49 30	77,601 32	77,601 32	6
7,475,697 55	25,349,940 82	469,329 34	1,208,084 70	1,761,247 58	6,810,702 19	7
8,186,766 12	25,718,579 50	395,405 35	1,242,158 86	2,199,826 16	7,110,815 58	8
2,705,817 33	6,128,944 97	158,266 86	389,190 91	616,611 87	1,447,106 00	9
759,285 90	21,354,107 60	52,471 31	1,372,161 81	254,549 86	6,917,115 87	10
50,513 61	1,086,779 74	2,431 62	14,000 00	14,939 50	168,700 00	11
4,204 91	4,204 91	15 00	15 00	491 00	491 00	12
134,524 19	819,772 27	526 48	48,987 58	135,603 02	343,500 00	13
.....	.....	.....	.....	.....	.....	14
21,566 23	21,566 23	152 50	152 50	.....	.....	15
9,669 83	9,669 83	.....	.....	3,000 00	3,000 00	16
181,674 62	1,468,896 17	5,476 37	53,653 43	153,641 07	875,767 66	17
.....	.....	.....	.....	.....	.....	18
129,455 08	129,455 08	10,439 11	10,439 11	20,000 00	20,000 00	19
5,485 67	5,485 57	234 71	234 71	.....	.....	20
352,379 71	1,491,384 25	21,209 86	115,082 19	25,600 00	435,000 00	21
8,678 09	8,678 09	115 00	115 00	.....	.....	22
373,147 12	378,147 12	3,957 69	3,957 69	.....	.....	23
13,206 92	13,206 92	90 00	90 00	.....	.....	24
5,610 74	5,610 74	23 50	23 50	.....	.....	25
10,757 77	10,757 77	.....	.....	.....	.....	26
60,757 68	60,757 68	530 85	530 85	20,400 00	20,400 00	27
46,175 59	46,175 59	325 34	325 34	.....	.....	28
49,504 22	49,504 22	78 50	78 50	11,700 00	11,700 00	29
11,361 33	11,361 33	105 00	105 00	10,080 00	10,080 00	30
.....	.....	.....	.....	.....	.....	31
27,342 40	27,342 40	125 20	125 20	14,781 77	14,781 77	32
20,018 22	20,018 22	.....	.....	.....	.....	33
37,079 37	37,079 37	190 96	190 96	.....	.....	34
.....	.....	.....	.....	.....	.....	35
19,432 25	19,432 25	140 00	140 00	9,750 00	9,750 00	36
21,051 54	21,051 54	117 50	.....	.....	.....	37
630,429 80	2,407,771 31	57,697 89	219,118 11	258,894 55	1,195,265 70	38
211,623 73	13,368,462 58	17,072 68	801,145 45	130,855 00	6,019,273 00	39
23,753 54	23,753 54	2,235 80	2,235 80	43,450 00	43,450 00	40
2,591 08	2,591 08	62 82	62 82	.....	.....	41
.....	.....	.....	.....	.....	.....	42
10,782 52	10,782 52	62 74	62 74	.....	.....	43
.....	.....	.....	.....	.....	.....	44
120,708 14	120,708 14	.....	.....	3,763 33	3,763 33	45
.....	.....	.....	.....	.....	.....	46
1,339 38	2,669 19	207 36	395 52	5,032 99	9,600 00	47
39,122 63	75,819 05	694 89	1,346 70	27,211 39	52,735 56	48
2,818 00	2,818 00	30 00	30 00	.....	.....	49
.....	.....	.....	.....	.....	.....	50
3,083,878 91	3,311,006 92	173,595 05	195,371 07	536,237 89	575,856 84	51
6,210 03	6,210 03	.....	.....	.....	.....	52
89,046 00	89,046 00	896 54	896 54	.....	.....	53
6,187 12	6,187 12	.....	.....	.....	.....	54
14,379 72	.....	124 45	2,489 00	14,882 55	2,976,510 00	55
10 25	10 25	2 75	2 75	.....	.....	56
3,923 32	3,923 32	.....	.....	.....	.....	57
\$26,085,672 68	\$134,579,647 65	\$1,374,841 12	\$5,683,516 94	\$6,367,410 93	\$28,970,225 90	

*St. Paul & Duluth disbursements for operation of whole line not returned.

Disbursements.

Total amount paid by the several railways in the state of Wisconsin for the of said railways which is in the state of Wisconsin, and also upon the whole stoner January, 1900.—Continued.

NAME OF COMPANY.	FOR RENTALS.		FOR DIVIDENDS.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western.....				
3 Ashland Siskiwt.....				
4 Big Falls R'y Co.....				
5 Bayfield Harb'r & Gt. W'n.....				
6 Bayfield Transfer R'y.....				
7 Chicago, Milwaukee & St. P.....			\$1,229,004 39	\$4,752,530 50
8 Chicago & Northwestern.....	\$7,069 53	\$22,819 55	1,089,291 33	3,521,073 75
9 Chicago, St. P., M. & O.....		114,861 11	731,062 33	1,715,766 00
10 Chicago, Burlington & N'th'n.....		262,248 81	207,804 41	5,641,252 50
11 Chicago, Lake Shore & East.....	100,000 00	500,000 00		
12 Chicago & Lake Superior.....				
13 Chicago, Madison & North'n.....				
14 Chicago, Wisconsin & Minn.....				
15 Chippewa Riv. & Menom.....				
16 Drummond & South West'n.....				
17 Duluth, South Shore & Atl.....	16,632 80	39,929 00		
18 Duluth Short Line.....				
19 Duluth, Sup. & Western.....	3,646 56	3,646 56	35,070 00	35,070 00
20 Dunbar & Wausaukee.....				
21 East'n R'y Co. of Minnesota.....	7,078 44	91,044 32	89,300 00	1,250,000 00
22 Fairchild & North Eastern.....				
23 Green Bay & Western.....	4,691 94	4,691 94	52,500 00	52,500 00
24 Hazelhurst & South Eastern.....			7,000 00	7,000 00
25 Iola & Northern.....				
26 Glenwood & Northeastern.....	2,832 13	2,832 13		
27 Kewaunee, G. Bay & West'n.....	108 00	108 00		
28 Kickapoo Valley & North'n.....				
29 Lake Sup. T. & T. R'y Co.....				
30 Mattoon R'y Co.....				
31 Milwaukee & L. Winnebago.....				
32 Milwaukee & Superior.....	120 00	120 00		
33 Marshfield & South Eastern.....				
34 Marinette, Tom. & Western.....				
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....	68 76	68 76		
37 Minneapolis, St. P. & Ashl'd.....		13,573 24		
38 M. St. P. & Sault Ste. Marie.....		87,185 93	117,400 00	5,400,000 00
39 Northern Pacific.....			5,050 00	5,050 00
40 Northwestern Coal R'y Co.....				
41 Oakkesh Transportation Co.....				
42 Ockwaukee & Montello.....				
43 Rice Lake, Dallas & Menom.....				
44 St. Cloud, G'tsburg & Ashl'd.....				
45 Washburn, Bayfield & I. Riv.....	1,080 04	1,030 04		
46 West Range.....				
47 Winona Bridge R'y Co.....				
48 Wisconsin & Michigan.....	7,165 66	8,430 28		
49 Whitcomb & Morris.....				
50 Wisconsin Cent. R. R. Co.....				
51 Wisconsin Central Co.....	338,785 75	692,978 24		
52 Lake Shore & Eastern.....				
53 Helms & Sons.....				
54 Trav'h'n. Nebagam'n & Sup.....				
55 St. Paul & Duluth.....	174 50			
56 Superior Belt Line & Tr.....				
57 Wisconsin & Western.....	16 66	16 66		
Totals	\$489,805 77	\$1,964,771 57	\$3,563,482 46	\$22,380,182 75

Disbursements.

calendar year ending December 31, 1899 which is justly chargeable to that part line, and specified in items as follows, as reported to the Railroad Commis-

FOR OTHER PURPOSES.		TOTAL AMOUNT.		NUMBER OF MILES.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	.....	\$17,387 02	\$17,387 02	15.16	15.16	1
.....	.....	34,684 91	34,684 91	34.00	34.00	2
.....	.....	.....	.....	.....	.....	3
.....	.....	8,991 18	8,991 18	21.00	21.00	4
.....	.....	.....	.....	.....	.....	5
.....	.....	88,370 09	88,370 09	9.86	9.86	6
.....	.....	12,064,451 26	42,449,071 43	1,650.46	6,382.28	7
\$10,476 13	\$272,539 50	13,129,073 93	41,658,347 75	1,625.73	5,076.89	8
62,646 09	202,500 00	4,531,567 06	10,596,975 17	619.11	1,532.57	9
.....	.....	1,344,076 38	58,841,436 04	222.57	6,040.33	10
19,274 18	523,754 94	173,293 34	1,986,017 18	17.33	311.43	11
.....	.....	5,209 59	5,209 59	8.00	3.00	12
.....	.....	270,653 69	1,212,259 85	91.31	231.30	13
.....	.....	.....	.....	.....	.....	14
.....	.....	30,163 06	30,163 06	33.00	33.00	15
.....	.....	12,669 83	12,669 83	21.72	21.72	16
.....	.....	357,424 86	2,692,736 68	110.60	586 43	17
.....	.....	.....	.....	.....	.....	18
.....	.....	343,553 89	343,553 89	6.16	6.16	19
.....	.....	5,720 29	5,720 29	13.50	13.50	20
.....	.....	380,663 01	10,473,512 73	38.15	470.36	21
7,953 75	7,953 75	45,583 52	45,583 52	30.00	30.00	22
911 00	911 00	440,207 75	440,207 75	225.00	225.00	23
.....	.....	20,296 92	20,296 92	17.00	17.00	24
.....	.....	5,634 24	5,634 24	4.70	4.70	25
10,257 77	10,257 77	13,089 90	13,089 90	15.00	15.00	26
2,800 00	2,800 00	84,596 53	84,596 53	36.70	36.70	27
.....	.....	51,285 48	51,285 48	51.30	51.30	28
.....	.....	61,282 72	61,282 72	15.70	15.70	29
.....	.....	11,466 33	11,466 33	21.00	21.00	30
.....	.....	.....	.....	.....	.....	31
.....	.....	69,595 09	69,595 09	26.16	26.16	32
2,973 17	2,973 17	29,001 47	29,001 47	33.00	33.00	33
240 68	240 68	48,157 66	48,157 66	33.30	33.30	34
.....	.....	.....	.....	.....	.....	35
821 60	821 60	37,129 59	37,129 59	21.00	21.00	36
1,089 90	1,089 90	118,444 14	118,444 14	35.50	35.50	37
14,732 65	17,646 36	1,162,261 30	5,017,181 84	271.42	1,277.16	38
67,496 78	2,222,451 70	296,193 18	29,915,363 79	102.92	4,746.50	39
110,122 65	110,122 65	33,623 64	33,623 64	8.00	8.00	40
.....	.....	8,385 17	8,385 17	4.28	4.28	41
.....	.....	.....	.....	.....	.....	42
.....	.....	10,845 26	10,845 26	7.50	7.50	43
.....	.....	.....	.....	.....	.....	44
43,352 87	43,352 87	222,898 03	222,898 03	64.00	64.00	45
.....	.....	.....	.....	.....	.....	46
4,179 71	7,962 84	10,819 44	22,128 50	.54	1.03	47
.....	.....	71,194 57	138,331 59	40.12	72.77	48
.....	.....	2,843 00	2,843 00	6.00	6.00	49
.....	.....	.....	.....	.....	.....	50
.....	.....	5,153,502 87	5,916,928 19	874.16	938.73	51
.....	.....	6,238 26	6,238 26	12.00	12.00	52
.....	.....	93,632 54	93,632 54	27.00	27.00	53
.....	.....	6,437 67	6,437 67	7.35	7.35	54
17,464 94	296,903 98	47,026 16	780,000 00	13.75	2,463.24	55
.....	.....	858 35	858 35	10.94	10.94	56
3 923 32	3,923 32	4,161 39	4,161 39	.....	51.30	57
\$433,922 19	\$3,728,291 03	\$0,957,749 66	\$213,662,770 25	6,548.00	28,733.68	

Expenses.

Statement to the Railroad Commissioner of the State of Wisconsin of the 1899.

NAME OF COMPANY.	OPERATING EXPENSES		TAXES.	
	Wiscon-in.	Whole line.	Wiscon-in.	Whole line.
1 Abbotford & Northeastern	\$10,591 22	\$10,591 22	\$75 00	\$75 00
2 Abbotsbee & Western	21,514 91	21,514 91	170 00	170 00
3 Ashland & Siskiyou				
4 Big Lake R'y Co.	8,346 76	8,346 16	105 00	105 00
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	8,541 29	8,541 29	49 30	49 30
7 Chicago Milwaukee & St. P.	7,475,896 55	25,349,541 82	461,225 34	1,206,684 70
8 Chicago & Northwestern	8,186,706 12	25,718,579 76	25,406 35	1,242,158 86
9 Ch. St. P., M. & O.	2,795,817 21	6,128,944 97	158,569 86	389,190 91
10 C. B. & Q.	759,285 08	21,374,107 6	52,471 51	1,372,161 81
11 Chicago, L. Shore & East'n	50,513 61	1,096,779 74	2,431 62	14,000 00
12 Chicago & L. Superior	4,204 91	4,204 91	15 00	15 00
13 Chicago, Madison & North	124,524 19	619,772 27	526 48	46,987 58
14 Chicago, Wis. & Minn.				
15 Chippewa Rly. & Menom.	21,566 23	21,566 23	152 50	152 50
16 Drummond & So. West'n	9,669 82	9,669 82		
17 Duluth, So. Shore & Atl.	181,674 62	1,428,974 88	5,476 37	53,653 43
18 St. Paul & Duluth	14,379 72		124 45	124 45
19 Duluth, Sup. & W. Ter. Co.	129,455 06	129,455 06	10,439 11	10,439 11
20 Dunbar & Wausaukee	5,485 57	5,485 57	234 71	234 71
21 Eastern R'y Co. of Minn.	352,379 71	1,491,384 25	21,209 86	115,082 19
22 Fairchild & North East'n	8,678 09	8,678 09	115 00	115 00
23 Green Bay & Western	378,147 12	378,147 12	3,957 69	3,957 69
24 Hazelhurst & So. East'n	12,556 99	12,556 99	90 00	90 00
25 Iola & Northern	5,610 74	5,610 74	23 50	23 50
26 Glenwood & Northeastern	10,257 77	10,257 77		
27 Keweenaw, G. Bay & West.	60,757 68	60,757 68	539 85	539 85
28 Kickapoo Valley & North'n	46,175 59	46,175 59	325 34	325 34
29 L. Sup. T. & T. R'y Co.	49,504 22	49,504 22	*78 50	78 50
30 Mattoon R'y Co.	11,361 33	11,361 33	105 00	105 00
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior	27,342 40	27,342 40	125 20	125 20
33 Marshfield & South East'n	20,018 22	20,018 22		
34 Marinette, Tom. & West'n	37,079 37	37,079 37	190 96	190 96
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	20,780 60	20,780 60	140 00	140 00
37 Minn., St. P. & Ashland	21,051 54	21,051 54	117 50	
38 M., St. P. & S. Ste. Marie	630,429 80	2,407,771 31	57,697 89	219,118 11
39 Northern Pacific	211,623 73	13,368,455 58	17,072 67	801,145 45
40 Northwestern Coal R'y Co.	23,752 54	23,752 54	237 31	237 31
41 Oshkosh Transport. Co.	3,272 35	3,272 35	62 82	62 82
42 Packwaukee & Montello				
43 Rice L., Dallas & Menom.	10,782 52	10,782 52	62 74	62 74
44 St. Cloud, G'tsb'g & Ash'd				
45 Washburn, Bayfield & I. R.	120,708 14	120,708 14		
46 West Range				
47 Winona Bridge R'y Co.	1,399 38	2,669 19	207 36	395 52
48 Wisconsin & Michigan	39,122 63	75,819 05	694 89	1,346 70
49 Whitcomb & Morris	2,818 00	2,818 00	30 00	30 00
50 Wisconsin Cent. R. R. Co.	3,083,878 91	3,311,006 92	173,596 05	195,371 07
51 Wisconsin Central Co.				
52 Hawth'n, Nebagamon & S.	6,187 12	6,187 12		
53 Holmes & Sons	38,746 14	38,746 14	896 54	896 54
54 Lake Shore & Eastern	6,210 03	6,210 03		
55 Sup. Belt Line & Tr.	10 25	10 25	2 75	2 75
56 Wisconsin & Western	3,923 32	3,923 32		
Totals	\$25,035,672 68	\$134,579,647 65	\$1,347,841 12	\$5,683,576 84

Expenses.

expenses of the several railways of the state for the year ending December 31,

RENTALS AND INTEREST.		DIVIDENDS.		TOTAL.		No.
Wisconsin.	Whole line	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$6,720 25	\$6,720 25			\$17,387 27	\$17,387 27	1
20,400 00	20,400 00			42,084 91	42,084 91	2
540 08	540 08			8,991 18	8,991 18	3
77,601 32	77,601 32			86,192 01	86,192 01	4
6,761,247 58	6,810,702 19	1,229,004 39	4,752,530 50	10,935,278 86	38,121,253 21	5
2,271,413 68	7,342,218 58	1,150,470 50	3,718,832 00	12,004,055 65	38,021,788 94	6
616,611 87		731,082 33	1,715,706 00	4,211,758 39		7
254,549 86	7,179,364 68	207,804 41	5,614,252 50*	1,293,385 74	16,043,641 53	8
114,929 50	668,700 00			167,884 73	1,769,479 74	9
491 00	491 00			4,710 91	4,710 91	10
135,603 02	343,500 00			270,653 69	1,212,253 85	11
				21,718 73	21,718 73	12
3,000 00	3,000 00			12,669 83	12,669 83	13
170,273 87	915,688 95			357,424 86	2,398,317 26	14
15,057 05	15,057 05	17,464 94		47,026 16		15
23,646 56	23,646 56	35,070 00	35,070 00	198,610 75	198,610 75	16
7,078 44	526,044 32	89,300 00	1,250,000 00	5,720 28	5,720 28	17
4,691 94	4,691 94	52,500 00	52,500 00	568,902 00	3,382,510 76	18
		7,000 00	7,000 00	8,793 09	8,793 09	19
				439,296 75	439,296 75	20
				19,645 99	19,645 99	21
				5,634 24	5,634 24	22
				13,089 90	13,089 90	23
				81,796 53	81,796 53	24
				46,509 93	46,509 93	25
				61,282 72	61,282 72	26
				11,466 33	11,466 33	27
						28
						29
						30
						31
						32
						33
						34
						35
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						56

*And other deductions.

†Extraordinary expenses, etc. From Nov. 27 to Dec. 31, 1899.

‡And repairs.

Comparative Table.

Recapitulation of accounts of railroads as reported for the calendar years of 1898 and 1899.

Items.	1898.	1899.	Increase.	Decrease.
Total cost of railroads	\$222,121,779 82	\$247,502,364 44	\$25,380,584 62	
Total gross receipts	35,204,441 56	39,775,562 20	4,571,120 64	
Total net earnings, Wisconsin	22,223,634 29	13,703,087 91		\$8,520,546 38
Total interest bearing indebtedness	144,859,140 88	141,964,850 44		2,894,290 44
Total interest accrued upon same	7,310,081 15	6,295,557 76		1,014,525 89
Total amount interest paid same	5,438,540 51	5,514,614 43	76,073 92	
Total miles of operated railroad	6,487.20	6,592.00	104.80	
Total amount of tax due Wisconsin	\$1,365,493 92	\$1,549,434 87	\$183,940 95	
Total miles operated, whole line	21,889.53	28,753.63	6,864.10	
Total passenger train earnings, Wisconsin	6,727,345 55	7,599,411 39	872,065 74	
Total amount tax, whole line	\$4,031,536 57	\$5,683,516 94	\$1,651,930 37	
Total passenger train earnings, whole line	24,593,773 70	34,190,133 24	9,596,759 54	
Total freight train earnings, Wisconsin	26,154,323 96	29,642,398 78	3,488,074 82	
Total freight train earnings, whole line	95,066,571 20	129,307,310 61	34,240,739 47	
Total mail, express and other sources	2,134,264 83	2,340,303 90	206,239 07	
Total mail, express and other sources, whole line	7,464,456 85	12,281,113 94	3,817,657 09	
Total earnings, Wisconsin	35,016,434 44	39,582,111 97	4,565,677 53	
Total earnings, whole line	127,124,801 79	175,778,555 79	48,653,754 00	
Total operating expenses, Wisconsin	21,975,905 44	25,035,672 78	3,059,767 34	
Total operating expenses, whole line	72,233,506 60	134,579,647 65	62,346,141 05	
Total rentals and interest	7,198,556 26	6,857,016 70		341,539 56
Total dividends, whole line	27,688,749 95	30,934,997 47		
Total rentals and interest, whole line	27,688,749 95	30,934,997 47	3,246,247 54	
Total dividends, Wisconsin	2,995,857 98	3,563,482 46	567,624 48	
Total dividends, whole line	13,602,318 05	22,380,182 75	8,777,864 70	
Total for construction Wisconsin	2,053,345 97	2,339,611 17	286,265 10	
Total for construction, whole line	11,009,425 51	34,762,357 94	23,752,932 43	
Total equipment, Wisconsin	875,397 46	1,436,128 44	560,720 98	
Total equipment, whole line	4,664,448 47	6,681,964 91	2,017,516 44	
Total expenses, Wisconsin	33,436,986 24	40,957,749 66	7,520,763 42	
Total expenses, whole line	117,586,794 35	213,662,770 25	96,075,975 90	

Capital Stock, etc.

Capital stock of local and proportional capital stock of inter-state railways — Wisconsin — Year ending June 30, 1899.

NAME OF COMPANY.	Number of shares authorized.	Common.	Preferred.	Total.
1 Abbotsford & Northeastern	1,200	1,200		1,200
2 Ahnapee & Western	5,000	5,000		5,000
3 Ashland Siskiyou ¹				
4 Big Falls R'y Co.	10	10		10
5 Bayfield Transfer R'y Co.	30,000	30,000		30,000
6 Bayfield Terminal R'y ²				
7 Chicago, Milwaukee & St. Paul	221,315	125,819+	95,496+	221,315
8 Chicago & Northwestern	207,515	129,355+	78,159+	207,515
9 Chicago, St. Paul, Minneapolis & O.	148,424	148,424		148,424
10 Chicago, Burlington & Northern	52,101	52,101		52,101
11 Chicago, Lake Shore & Eastern	1,000	1,000		1,000
12 Chicago & Lake Superior	10,000	10,000		10,000
13 Chicago, Madison & Northern	500	500		500
14 Chicago, Wisconsin & Minnesota	16,000	6,400	9,600	16,000
15 Chippewa River & Monrovia ³				
16 Drummond & South Western	100	100		100
17 Duluth, South Shore & Atlantic	44,000	21,000	20,000	44,000
18 Duluth Short Line	591+	591		591
19 Duluth, Superior & Western	5,000	5,000		5,000
20 Dunbar & Wausaukee ⁴				
21 Eastern Railway Co. of Minnesota	10,000	10,000		10,000
22 Fairchild & North Eastern ⁵				
23 Green Bay & Western	25,000	25,000		25,000
24 Hazelhurst & South Eastern	4,000	4,000		4,000
25 Iola & Northern	17,000	17,000		17,000
26 Glenwood & Northeastern ⁶				
27 Kewaunee, Green Bay & Western	6,800	4,800	2,000	6,800
28 Kickapoo Valley & Northern	16,000	16,000		16,000
29 Lake Superior Term. & Transf. R'y Co.	12,000	12,000		12,000
30 Mattoon R'y Co. ⁷				
31 Milwaukee & Lake Winnebago	25,800	10,000	15,800	25,800
32 Milwaukee & Superior	7,500	7,500		7,500
33 Marshfield & South Eastern	15,000	7,500	7,500	15,000
34 Marinette, Tomahawk & Western	10,000	10,000		10,000
35 Milwaukee & Wauwatosa ⁸				
36 Minnesota & Wisconsin	550	550		550
37 Minneapolis, St. Paul & Ashland ⁹				
38 Minneapolis, St. P. & Sault Ste. Marie	48,930	32,620	16,310	48,930
39 Northern Pacific	32,551	16,801	15,750	32,551
40 Northwestern Coal R'y Co.	10,000	10,000		10,000
41 Oshkosh Transportation Co.	700	700		700
42 Packwaukee & Montello	1,400	700	700	1,400
43 Rice Lake, Dallas & Menomonie	4,000	4,000		4,000
44 St. Cloud, Grantsburg & Ashland	25,000	25,000		25,000
45 Washburn, Bayfield & Iron River ¹⁰				
46 West Range	700			
47 Winona Bridge R'y Co.	4,000	4,000		4,000
48 Wisconsin & Michigan	4,918	4,918		4,918
49 Whitcomb & Morris	100			100
50 Wisconsin Central R. R. Co.	114,355	94,355	20,000	114,355
51 Wisconsin Central Co.	121,185	97,684+	23,501+	121,185
52 Hawthorn, Nebagamon & Superior ¹¹	500	500		500
53 St. Paul & Duluth	7,308	3,654	3,654	7,308

¹ Logging R'y.

²

³

⁴ Logging R'y, owned by Girard Lumber Co.

⁵ N. C. Foster Lumber Co., owners.

⁶ Glenwood Mfg. Co., owners.

⁷ Did not report.

⁸ Changed to Electric R'y.

⁹ In the hands of Construction Co.

¹⁰ In hands of receiver; no report.

¹¹ No stock issued.

Capital Stock, etc.

Capital stock of local and proportional capital stock of inter-state railways — Wisconsin — Year ending June 30, 1899. — Continued.

NAME OF COMPANY.	Par value of shares.	Total amount issued and outstanding.	DIVIDENDS DECLARED, 1899.	
			Rate.	Amount.
1 Abbottsford & Northeastern.....	\$100 00	\$123,000 00		None.
2 Ahnapee & Western.....	100 00	439,500 00		None.
3 Ashland Siskiwi ¹				
4 Big Falls R'y Co.....	100 00	1,000 00		None.
5 Bayfield Transfer R'y Co.....	100 00	3,000,000 00		None.
6 Bayfield Terminal R'y ²				
7 Chicago, Milwaukee & St. Paul.....	100 00	22,131,395 00	5 & 7	\$1,233,159 80
8 Chicago & Northwestern.....	100 00	20,751,522 60	5 & 7	1,128,290 55
9 Chicago, St. Paul, Minneapolis & Omaha.....	100 00	14,842,450 19	3 3/4 & 7	1,625,502 07
10 Chicago, Burlington & Northern.....	100 00	5,210,100 00		None.
11 Chicago, Lake Shore & Eastern.....	100 00	100,000 00		None.
12 Chicago & Lake Superior.....	100 00	18,000 00		None.
13 Chicago, Madison & Northern.....		19,738 48		None.
14 Chicago, Wisconsin & Minnesota.....	100 00	1,600,000 00		None.
15 Chippewa River & Menomonee ³				
16 Drummond & South Western.....	100 00	10,000 00		None.
17 Duluth, South Shore & Atlantic.....	100 00	440,000 00		None.
18 Duluth Short Line.....	100 00	59,151 90		None.
19 Duluth, Superior & Western.....	100 00	250,500 00		None.
20 Dunbar & Wausaukee.....				
21 Eastern Railway Co. of Minnesota.....	100 00	1,000,000 00	10	100,000 00
22 Fairchild & North Eastern ⁴				
23 Green Bay & Western.....	100 10	2,500,000 00	1 1/2	37,500 00
24 Hazellurst & South Eastern.....	25 00	100,000 00	7	7,000 00
25 Iola & Northern.....	100 00	71,400 00		
26 Glenwood & Northeastern ⁵				
27 Kewaunee, Green Bay & Western.....	100 00	661,950 00		None.
28 Kickapoo Valley & Northern.....	100 00	138,000 00		None.
29 Lake Superior Term. & Transf. R'y Co.....	100 00	91,200 00		None.
30 Mattoon R'y Co. ⁶				
31 Milwaukee & Lake Winnebago.....	100 00	2,300,000 00		
32 Milwaukee & Superior.....	100 00	125,000 00		None.
33 Marshfield & South Eastern.....	100 00	400,000 00		None.
34 Marinette, Tomahawk and Western.....	100 00	161,500 00		None.
35 Milwaukee & Wauwatosa ⁷				
36 Minnesota & Wisconsin.....	100 00	55,000 00		None.
37 Minneapolis, St. Paul & Ashland ⁸				
38 Minneapolis, St. Paul & Sault Ste. Marie.....	100 00	4,893,000 00		None.
39 Northern Pacific.....	100 00	3,255,000 00	1/2	96,600 00
40 Northwestern Coal R'y Co.....	100 00	1,000,000 00		None.
41 Oshkosh Transportation Co.....	100 00	70,000 00	7	5,000 00
42 Packwaukee & Montello.....	100 00	140,000 00		None.
43 Rice Lake, Dallas & Menomonee.....	100 00	60,000 00		None.
44 St. Cloud, Grandburg & Ashland.....	100 00	29,210 00		None.
45 Washburn, Bayfield & Iron River ¹⁰				
46 West Range.....	100 00			
47 Winona Bridge R'y Co.....	100 00	400,000 00		None.
48 Wisconsin & Michigan.....	100 00	491,800 00		None.
49 Whitcomb & Morris.....	100 00	10,000 00		None.
50 Wisconsin Central R. R. Co.....	100 00	11,345,500 00		None.
51 Wisconsin Central Co.....	100 00	12,118,512 00		None.
52 Hawthorn, Nebagamon & Superior ¹¹	100 00			
53 St. Paul & Duluth.....	100 00	533,468 20	8	19,972 92

¹ Logging R'y.

²

³

⁴ Logging R'y. owned by Girard Lumber Co.

⁵ N. C. Foster Lumber Co., owners.

⁶ Glenwood Mfg. Co., owners.

⁷ Did not report.

⁸ Changed to Electric R'y.

⁹ In the hands of Construction Co.

¹⁰ In hands of receiver; no report.

¹¹ No stock issued.

Funded Debt.

FUNDED DEBT, WISCONSIN.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds, June 30, 1899.

NAME OF COMPANY.	Class of bonds or obligations.	TIME.	
		Date of issue.	When due.
1 Abbotsford & Northeastern.....	C. 1st Mtg.....	Oct. 1, 1889	Oct. 1, 1919
2 Ahnapee & Western.....	1st Mtg. Bonds.....	May 31, 1892	July 1, 1902
3 Ashland Siskiwit.....	Ch. Mtge.....	Jan. 12, 1898	
4 Big Falls R'y Co.....	Ch. Mtge.....	Jan. 12, 1898	
5 Bayfield Harbor & Great Western.....			
6 Bayfield Transfer R'y.....	1st Mtge. Gold.....	Jan. 15, 1897	Jan. 15, 1927
7 Chicago, Milwaukee & St. Paul.....	Mtg. Bond.....		
8 Chicago & Northwestern.....	Mtg. Bond.....		
9 Chicago, St. P., Minneapolis & Omaha.....			
10 Chicago, Burlington & Northern.....	1st Mtg. Bond.....	..... 1885	..... 1926
11 Chicago, Lake Shore & Eastern.....	1st Mtg.....	July 1, 1894	July 1, 1914
12 Chicago & Lake Superior.....	1st Mtg.....		
13 Chicago, Madison & Northern.....	1st Mtg.....	..... 1888	..... 1935
14 Chicago, Wisconsin & Minnesota.....	1st Mtg. &c.....	Sept. 1, 1885	Mch. 1, 1916
15 Chippewa River & Menomonie.....			
16 Drummond & Southwestern.....	1st Mtg. Bonds.....	Nov. 2, 1891	Nov. 2, 1921
17 Duluth, South Shore & Atlantic.....	1st Mtg. Bonds.....		
18 Duluth Short Line.....	1st Mtg. Bonds.....	Sept. 1, 1896	Sept., 1916
19 Duluth Superior & Western, Term'n'l.....	1st Mtg.....	Aug. 13, 1897	July, 1947
20 Duluth & Wausaukee.....			
21 Eastern Railway Co. of Minnesota.....	1st Mtg. Bonds.....		
22 Fairchild & North Eastern.....			
23 Green Bay & Western.....	Income, debentures.....	July 1, 1896	
24 Hazelhurst & South Eastern.....			
25 Iola & Northern.....			
26 Glenwood & Northeastern.....			
27 Kewaunee, Green Bay & Western.....	1st Mtg. Bonds.....	..... 1891	..... 1921
28 Kickapoo Valley & Northern.....	1st Mtg.....	Oct. 1, 1890	..... 1900
29 L. Superior Term & Transfer R'y Co.....	1st Mtg. Copor. Bds.....	April, 1899	April, 1909
30 Mattoon R'y Co.....			
31 Milwaukee & Lake Winnebago.....	1st Mtg. Bonds.....		
32 Milwaukee & Superior.....	Mtg.....	Feb. 1, 1890	Dec. 1, 1909
33 Marshfield & South Eastern.....	1st & 2nd Mtg.....	Feb. 20, 1896	Feb. 20, 1897
34 Marinette, Tomahawk and Western.....			
35 Milwaukee & Wauwatosa.....			
36 Minnesota & Wisconsin.....	1st Mtg.....	..... 1896	..... 1927
37 Minneapolis, St. Paul & Ashland.....			
38 Minneapolis, St. P. & Sault Ste. Marie.....	1st Mtg.....		
39 Northern Pacific.....			
40 Northwestern Coal R'y Co.....	1st Mtg.....	..... 1893	..... 1923
41 Oshkosh Transportation Co.....			
42 Packwaukee & Montello.....	1st Mtg.....	October 1881	October 1911
43 Rice Lake, Dallas & Menomonie.....	1st Mtg.....	Dec. 15, 1893	Jan. 1, 1914
44 St. Cloud, Grantsburg & Ashland.....			
45 Washburn, Bayfield & Iron River.....	No report—In hands of Receiver.....		
46 West Range.....	1st Mtg.....		
47 Winona Bridge R'y Co.....	1st Mtg.....	Sept. 1, 1890	Sept. 1, 1915
48 Wisconsin & Michigan.....	1st Mtg.....	Jan. 1, 1895	Jan. 1, 1945
49 Whitcomb & Morris.....			
50 Wisconsin Central R. R. Co.....	Mtges.....		
51 Wisconsin Central Co.....			
52 St. Paul & Duluth.....	Mtgs.....		

Funded Debt.

FUNDED DEBT, WISCONSIN.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds, June 30, 1899.—Cont.

NAME OF COMPANY.	Amount of authorized issue.	Amount issued.	Amount out- standing.	Cash realized on amount issued.
1 Abbotsford & Northeastern.....	\$112,000 00	112,000 00	112,000 00	112,000 00
2 Ahnapee & Western	340,000 00	340,000 00	340,000 00	289,000 09
3 Ashland Siskiwi.....	.....	.....	.....	7,715 49
4 Big Falls R'y Co.....	.....	.....	.....	.....
5 Bayfield Harbor & G't West'n.....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
6 Bayfield Transfer R'y.....	Not fixed.	.....	38,535,947 00	.....
7 Chicago, Milwaukee & St. Paul	45,648,947 61	45,648,947 61	42,021,224 98	.....
8 Chicago & Northwestern.....	18,407,969 82	11,624,237 62	11,438,185 22	4,318,897 23
9 Chi., St. Paul, Minn. & Omaha	.....	6,821,500 00	4,312,440 00	.....
10 Chicago, Burlington & North'n	130,000 00	130,000 00	130,000 00	.....
11 Chicago, Lake Shore & East'n	34,000 00	34,000 00	34,000 00	.....
12 Chicago & Lake Superior.....	2,712,060 40	2,712,060 40	2,712,060 40	2,712,060 40
13 Chicago, Madison & Northern	2,766,283 35	2,766,283 35	2,666,283 35	366,286 35
14 Chicago, Wis. & Minnesota .....	.....	.....	.....	.....
15 Chippewa River & Menomonie	.....	.....	.....	.....
16 Drummond & South Western.....	50,000 00	50,000 00	50,000 00	50,000 00
17 Duluth, South Shore & Atlan'c	5,680,000 00	4,701,400 00	4,600,000 00	12,552,000 00
18 Duluth Short Line.....	49,295 75	49,295 75	49,295 75	50,602 11
19 Duluth, Sup. & West'n Term'l	500,000 00	500,000 00	500,000 00	500,000 00
20 Dunbar & Wausaukee.....	.....	.....	.....	.....
21 Eastern R'y Co. of Minnesota.....	1,510,000 00	6,666,666 6	6,666,666 66	652,513 24
22 Fairchild & Northeastern.....	.....	.....	.....	.....
23 Green Bay & Western.....	7,600,000 00	7,600,000 00	7,600,000 00	.....
24 Hazelhurst & South Eastern.....	.....	.....	.....	.....
25 Iola & Northern.....	.....	.....	.....	.....
26 Glenwood & Northeastern.....	.....	.....	.....	.....
27 Kewaunee, Green Bay & West'n	408,000 00	408,000 00	408,000 00	.....
28 Kickapoo Valley & Northern.....	1,600,000 00	600,000 00	600,000 00	.....
29 L. S'd'r Term. & Trans'r R'y Co	500,000 00	195,000 00	195,000 00	197,279 25
30 Mattoon R'y Co.....	.....	.....	.....	.....
31 Milwaukee & Lake Winnebago.....	3,272,000 00	3,219,050 00	3,217,475 00	1,008,175 00
32 Milwaukee & Superior.....	233,600 00	168,000 00	168,000 00	168,000 00
33 Marshfield & Southeastern.....	1,950,000 00	450,000 00	450,000 00	.....
34 Marinette, Toma'wk & West'n.....	.....	.....	.....	.....
35 Milwaukee & Wauwatosa.....	.....	.....	.....	.....
36 Minnesota & W'consin.....	585,000 00	585,000 00	585,000 00	.....
37 Minneapolis, St. P. & Ashland	12,857,713 00	10,058,530 00	8,401,630 00	7,151,085 58
38 Minn., St. P. & S. Ste. Marie	3,990,000 00	.....	3,38,139 60	.....
39 Northern Pacific.....	2,000,000 00	1,000,000 00	944,000 00	.....
40 Northwestern Coal R'y Co.....	.....	.....	.....	.....
41 Oshkosh Transportation Co.....	81,000 00	81,000 00	81,000 00	81,000 00
42 Packwaukee & Montello.....	60,000 00	60,000 00	60,000 00	.....
43 Rice Lake, Dallas & Menom'ie	.....	.....	.....	.....
44 St. Cloud, Gr'n'tsb'g & Ashland	.....	.....	.....	.....
45 Washburn, B'd'd & Iron River	.....	.....	.....	.....
46 West Range.....	.....	.....	.....	.....
47 Winona Bridge R'y Co.....	200,000 00	192,000 00	192,000 00	192,000 00
48 Wisconsin & Michigan.....	490,716 00	490,716 00	490,716 00	.....
49 Whitcomb & Morris.....	.....	.....	.....	.....
50 Wisconsin Central R. R. Co.....	22,600,000 00	11,080,079 01	10,578,509 01	4,589,009 01
51 Wisconsin Central Co.....	27,072,500 00	20,879,679 10	20,614,845 38	4,668,895 02
52 St. Paul & Duluth.....	551,799 00	311,199 00	299,597 55	310,481 44

Funded Debt.

FUNDED DEBT, WISCONSIN.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds, June 30, 1899.

NAME OF COMPANY.	INTEREST.			
	Rate.	When payable.	Amount accounted during year.	Amount paid during year.
	Pr.ct.			
1 Abbotsford & Northeastern.....	6	Oct. & Apr. 1st	\$3,720 00	\$3,720 00
2 Ahnapee & Western.....	6	Semi-annually.	20,405 00	10,200 00
3 Ashland Siskiwi.....				
4 Big Falls R'y Co.....	7			540 08
5 Bayfield Harbor & Great Western	5	Jan. & July 1st	75,000 00	
6 Bayfield Transfer R'y.....			1,847,930 10	1,880,513 91
7 Chicago, Milwaukee & St. Paul.....			2 216,191 18	2,256,238 60
8 Chicago & Northwestern.....			631,240 43	636,479 49
9 Chi., St. P., Minneapolis & Omaha			318,471 50	357,005 04
10 Chicago, Burlington & Northern.....	5 & 6	A. & O.	7,800 00	7,800 00
11 Chicago, Lake Shore & Eastern.....	6	Jan. and July.		
12 Chicago & Lake Superior.....	6			
13 Chicago, Madison & Northern.....	5	6 & 12	135,603 02	135,603 02
14 Chicago, Wisconsin & Minnesota.....	5, 8, 6	3 & 9	157,481 07	139,061 64
15 Chippewa River & Menomonie.....				
16 Drummond & South Western.....	6	Semi-annually..	3,000 00	3,000 00
17 Duluth, South Shore & Atlantic.....			171,940 00	171,940 00
18 Duluth Short Line.....	5	March & Sept.	2,464 79	2,464 79
19 Duluth, Superior & West'n Term'l	4	Jan. and July	20,000 00	20,000 00
20 Dunbar & Wausaukee.....				
21 Eastern Railway Co. of Minnesota.....			34,800 00	31,888 88
22 Fairchild & North Eastern.....				
23 Green Bay & Western.....	2½		15,000 00	15,000 00
24 Hazellhurst & Southeastern.....				
25 Iola & Northern.....				
26 Glenwood & Northeastern.....				
27 Kewaunee, Green Bay & Western.....	5	June and Dec.	20,400 00	20,400 00
28 Kickapoo Valley & Northern.....	5	April and Oct.	30,000 00	
29 L. Superior T'm'l & Trans'r R'y Co	6		11,700 09	
30 Mattoon R'y Co.....				
31 Milwaukee & Lake Winnebago.....			182,944 11	182,955 00
32 Milwaukee & Superior.....	6	Dec. and June	10,080 00	10,080 00
33 Marshfield & South Eastern.....	6	Annually.	27,000 00	
34 Marinette, Tomahawk & Western.....				
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....	2½	July.....	4,875 00	5,225 00
37 Minneapolis, St. Paul & Ashland.....				
38 Minn's, St. P., & Sault Ste. Marie			328,211 76	328,486 38
39 Northern Pacific.....			127,654 73	129,133 65
40 Northwestern Coal R'y Co.....	5	May and Nov.	47,520 78	46,210 40
41 Oshkosh Transportation Co.....				
42 Packwaukee & Montello.....	6	April and Oct.	5,040 00	5,040 00
43 Rice Lake, Dallas & Menomonie.....	6	Jan. and July	3,600 00	
44 St. Cloud, Grandburg & Ashland.....				
45 Washburn, Bayfield & Iron River.....				
46 West Range.....				
47 Winona Bridge R'y Co.....	5	March & Sept.	96,000 00	96,000 00
48 Wisconsin & Michigan.....	5	Jan. and July	24,535 00	2,773 50
49 Whitcomb & Morris.....				
50 Wisconsin Central R. R. Co.....			274,200 47	422,700 00
51 Wisconsin Central Co.....			685,051 88	8,400 00
52 St. Paul & Duluth.....			10,319 17	10,116 17

Funded Debt.

FUNDED DEBT, WHOLE LINE.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds, June 30, 1899.

NAME OF COMPANY.	Class of bonds or obligations.	TIME.	
		Date of issue.	When due.
1 Abbottsford & Northeastern.....	Com 1st Mtg.....	Oct. 1, 1899	Oct. 1, 1919
2 Ahnapec & Western.....	1st Mtg. Bonds.....	May 31, 1892	July 1902
3 Ashland Siskiwt.....			
4 Big Falls R'y Co.....	Chat. Mtg.....	Jan. 12, 1898	Jan. 12, 1899
5 Bayfield Har. & Great Western.....			
6 Bayfield Transfer R'y.....	1st Mtg.....	Jan. 15, 1897	Jan. 15, 1927
7 Chicago, Milwaukee & St. Paul.....	Mtgs., etc.....		
8 Chicago & Northwestern.....	Mtg. Bonds, etc.....		
9 Chi., St. P., Minneap. & Omaha.....	2d Mtg.....		
10 Chicago, Burlington & Northern.....	1st Mtg.....		
11 Chicago, Lake Shore & Eastern.....	1st Mtg.....		
12 Chicago & Lake Superior.....	1st Mtg.....		
13 Chicago, Madison & Northern.....	1st Mtg.....		
14 Chicago, Wisconsin & Minnesota.....	1st Mtg., etc.....		
15 Chippewa River & Menomonie.....	1st Mtg. Bond.....	Nov. 2, 1891	Nov. 2, 1921
16 Drummond & South Western.....	1st Mtg. Bond.....	Nov. 2, 1891	Nov. 2, 1921
17 Duluth, South Shore & Atlantic.....	Mtg. Bonds.....		
18 Duluth Short Line.....	1st Mtg. Bonds.....	Sept. 1, 1886	Sept. 1, 1916
19 Duluth, Sup. & West'n Terminal.....	1st Mtg.....	Aug. 13, 1897	July 1, 1917
20 Dunbar & Wausaukee.....			
21 Eastern R'y Co. of Minnesota.....	1st Mtg. Bonds.....		
22 Fairchild & North Eastern.....			
23 Green Bay & Western.....	A. & B. Debt. & Income.....	July 1, 1886	When sold..
24 Hazelhurst & South Eastern.....			
25 Iola & Northern.....			
26 Glenwood & Northeastern.....			
27 Kewaunee, Green Bay & Western.....	1st Mtg. Bonds.....	1891	1921
28 Kickapoo Valley & Northern.....	1st Mtg.....	Oct. 1, 1890	1900
29 Lake Sup. Term. & Trans. R'y Co.....	1st Mtg. Coupon Bds.....	Apr. 1889	Apr. 1909
30 Mattoon R'y Co.....			
31 Milwaukee & Lake Winnebago.....	1st Mtg. and others.....		
32 Milwaukee & Superior.....	Mtg. Bonds.....	Feb. 1, 1890	Dec. 1, 1909
33 Marshfield & South Eastern.....	1st Mtg. and 2d.....	Feb. 20, 1896	Feb. 20, 97
34 Marinette, Tomahawk & West'n.....			
35 Milwaukee & Wauwatosa.....			
36 Minnesota & Wisconsin.....	1st Mtg. and Income.....	1896	1921
37 Minneapolis, St. Paul & Ashland.....			
38 Minneap., St. P. & Sault Ste. M.....	Mtg. Bonds, etc.....		
39 Northern Pacific.....	Mtg. Bonds.....		
40 Northwestern Coal R'y Co.....	1st Mtg. Bonds.....	1893	1923
41 Oshkosh Transportation Co.....			
42 Packwaukee & Montello.....	1st Mtg.....	Oct. 1, 1881	Oct. 1, 1911
43 Rice Lake, Dallas & Menomonie.....	1st Mtg. Bonds.....	Dec. 15, 1893	Jan. 1, 1914
44 St. Cloud, Grantsburg & Ashland.....			
45 Washburn, Bayfield & Iron River.....			
46 West Range.....			
47 Winona Bridge R'y Co.....	1st Mtg. Bonds.....	Sept. 1, 1890	Sept. 1, 1915
48 Wisconsin & Michigan.....	1st Mtg.....	Jan. 1, 1895	Jan. 1, 1945
49 Whitcomb & Morris.....			
50 Wisconsin Central R. R. Co.....	Mtgs.....		
51 Wisconsin Central Co.....	Mtg. Bonds.....		
52 St. Paul & Duluth.....	Mtg. Bonds.....		

Funded Debt.

FUNDED DEBT, WHOLE LINE.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds, June 30, 1899.

Name of Company.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1 Abbotsford & Northeastern.....	\$112,000	\$112,000 00	\$112,000 00	\$112,000 00
2 Ahnapee & Western.....	340,000	340,000 00	340,000 00	289,000 00
3 Ashland & Siskiwit.....	.....	.....	.....	.....
4 Big Falls R'y Co.....	.....	.....	.....	7,715 49
5 Bayfield Harb. & Great West'n.....	.....	.....	.....	.....
6 Bayfield Transfer R'y.....	1,500,000	1,500,000 00	1,500,000 00	1,500,000 00
7 Chicago, Milwaukee & St. Paul.....	Not fixed.	.....	134,228,500 00	.....
8 Chicago & Northwestern.....	310,952,000	146,289,000 00	134,645,000 00	92,306,700 31
9 Chi., St. P., Minneap. & Omaha.....	142,229,800	26,671,800 00	26,235,800 00	9,908,000 08
10 Chicago, Burlington & Northern.....	13,965,000	13,790,000 00	8,822,000 00	.....
11 Chicago, Lake Shore & Eastern.....	3,230,000	3,230,000 00	3,230,000 00	.....
12 Chicago & Lake Superior.....	36,000	36,000 00	36,000 00	.....
13 Chicago, Madison & Northern.....	6,870,000	6,870,000 00	6,870,000 00	6,870,000 00
14 Chi., Wisconsin & Minnesota.....	4,300,000	4,300,000 00	4,200,000 00	400,000 00
15 Chippewa River & Menomonie.....	50,000	50,000 00	50,000 00	50,000 00
16 Drummond & South Western.....	50,000	50,000 00	50,000 00	50,000 00
17 Duluth, South Shore & Atlantic.....	28,400,000	23,507,000 00	23,000,000 00	.....
18 Duluth Short Line.....	500,000	500,000 00	500,000 00	513,250 00
19 Duluth, Sup. & West'n Termin'l.....	500,000	500,000 00	500,000 00	500,000 00
20 Dunbar & Wausaukee.....	.....	.....	.....	.....
21 Eastern R'y Co. of Minnesota.....	20,000,000	9,700,000 00	9,700,000 00	9,406,412 50
22 Fairchild & North Eastern.....	.....	.....	.....	.....
23 Green Bay & Western.....	7,600,000	7,600,000 00	7,600,000 00	.....
24 Hazelhurst & South Eastern.....	.....	.....	.....	.....
25 Iola & Northern.....	.....	.....	.....	.....
26 Glenwood & Northeastern.....	.....	.....	.....	.....
27 Kewaunee, Green Bay & West'n.....	408,000	408,000 00	408,000 00	.....
28 Kickapoo Valley & Northern.....	1,600,000	600,000 00	600,000 00	.....
29 L. Sup. Term'l & Trans. R'y Co.....	500,000	195,000 00	195,000 00	197,211 25
30 Mattoon R'y Co.....	.....	.....	.....	.....
31 Milwaukee & Lake Winnebago.....	3,272,000	3,219,050 00	3,217,475 00	3,218,050 00
32 Milwaukee & Superior.....	233,800	168,000 00	168,000 00	168,000 00
33 Marshfield & South Eastern.....	1,950,000	450,000 00	450,000 00	.....
34 Marinette, Tomahawk & West'n.....	.....	.....	.....	.....
35 Milwaukee & Wauwatosa.....	.....	.....	.....	.....
36 Minnesota & Wisconsin.....	585,000	585,000 00	585,000 00	.....
37 Minneapolis, St. P. & Ashland.....	.....	.....	.....	.....
38 Minneap., St. P. & Sault Ste. M.....	49,579,000	36,680,000 00	30,279,000 00	26,245,035 21
39 Northern Pacific.....	190,000,000	.....	160,387,800 00	.....
40 Northwestern Coal R'y Co.....	2,000,000	1,000,000 00	944,000 00	.....
41 Oshkosh Transportation Co.....	.....	.....	.....	.....
42 Packwaukee & Montello.....	84,000	84,000 00	84,000 00	84,000 00
43 Rice L., Dallas & Menomonie.....	60,000	60,000 00	60,000 00	.....
44 St. Cloud, Grantsburg & Ashl'd.....	.....	.....	.....	.....
45 Washburn, Bayfield & Iron Riv.....	.....	.....	.....	.....
46 West Range.....	.....	.....	.....	.....
47 Winona Bridge R'y Co.....	400,000	384,000 00	384,000 00	384,000 00
48 Wisconsin & Michigan.....	951,000	951,000 00	951,000 00	.....
49 Whitcomb & Morris.....	.....	.....	.....	.....
50 Wisconsin Central R. R. Co.....	22,600,000	11,089,009 01	10,578,509 01	1,589,009 01
51 Wisconsin Central Co.....	38,675,000	29,828,113 00	23,739,279 67	4,668,895 02
52 St. Paul & Duluth.....	9,110,000	5,110,000 00	4,919,500 00	5,098,217 50

Funded Debt.

FUNDED DEBT, WHOLE LINE.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds, June 30, 1899.

NAME OF COMPANY.	INTEREST.			
	Rate.	When payable.	Amount accrued during year.	Amount paid during year.
	Pr. ct.			
1 Abbotsford & Northeastern	6	Oct. 1, Apr. 1.	\$8,720 00	\$8,720 00
2 Ahnapee & Western	6	Semi-annually	20,400 00	10,200 00
3 Ashland St. & W.				
4 Big Falls R'y Co.	7			510 08
5 Bayfield Harbor & Great West'n ..				
6 Bayfield Transfer R'y ..	5	Jan. 15, July 15	75,000 00	
7 Chicago, Milwaukee & St. Paul ..			6,890,119 89	7,011,610 42
8 Chicago & Northwestern ..			6,932,701 83	6,995,417 29
9 Chi., St. P. Minneapolis & Omaha ..			1,448,216 00	1,460,150 25
10 Chicago, Burlington & Northern ..			153,615 00	669,410 96
11 Chicago, Lake Shore & Eastern ..			168,700 00	168,700 00
12 Chicago & Lake Superior ..	6			
13 Chicago, Madison & Northern ..	5	June, Dec.	345,508 00	345,500 00
14 Chicago, Wisconsin & Minnesota ..			216,613 31	251,918 31
15 Chipewa River & Menomonic ..	6	Semi-annually	3,000 00	3,000 00
16 Drummond & South Western ..	6	Semi-annually	3,000 00	3,000 00
17 Duluth, South Shore & Atlantic ..			859,700 00	859,700 00
18 Duluth Short Line ..	5	Mch., Sept.	25,000 00	25,000 00
19 Duluth, Superior & West'n Term'l ..	4	Jan., July	20,000 00	20,000 00
20 Dunbar & Wausaukee ..				
21 Eastern R'y Co. of Minnesota ..		Apr., Oct.	435,000 00	435,000 00
22 Fairchild & North Eastern ..				
23 Green Bay & Western ..	2		15,000 00	15,000 00
24 Hazelhurst & South Eastern ..				
25 Iowa & Northern ..				
26 Glenwood & Northeastern ..				
27 Kewaunee, Green Bay & Western ..	5	Dec., June	20,400 00	20,400 00
28 Kickapoo Valley & Northern ..	5	Apr., Oct.	30,000 00	
29 Lake Sup. Term'l & Transf. R'y Co ..	6	Apr., Oct.	11,700 00	
30 Mattoon R'y Co.				
31 Milwaukee & Lake Winnebago ..			182,914 11	182,955 00
32 Milwaukee & Superior ..	6	Dec., June	10,080 00	10,080 00
33 Marshfield & South Eastern ..		Annually	27,000 00	
34 Marinette, Pomphaw & Western ..				
35 Milwaukee & Wauwatosa ..				
36 Minnesota & Wisconsin ..	2½	July	4,875 60	5,225 00
37 Minneapolis, St. Paul & Ashland ..				
38 Minneapolis, St. P. & Sault Ste. M. ..	4	Jan., July	1,174,480 00	1,228,220 00
39 Northern Pacific ..			6,079,213 33	6,144,459 58
40 Northwestern Coal R'y Co ..	5	May, Nov.	47,520 78	46,210 40
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello ..	6	Apr., Oct.	5,040 00	5,040 00
43 Rice Lake, Dallas & Menomonic ..	6	Jan., July	3,600 00	
44 St. Cloud, Grantsburg & Ashland ..				
45 Washburn, Bayfield & Iron River ..				
46 West Range ..				
47 Winona Bridge R'y Co.	5	Mch., Sept.	19,200 00	19,200 00
48 Wisconsin & Michigan ..	5	Jan., July	47,550 00	5,375 00
49 Whitcomb & Morris ..				
50 Wisconsin Central R'y Co ..	5		274,200 47	422,700 00
51 Wisconsin Central Co.			819,605 64	58,349 27
52 St. Paul & Duluth			169,444 44	166,111 10

Funded Debt.

FUNDED DEBT—Continued.

Equipment Trust Obligation.—A General Statement.

Name of company.	Series or other designation.	Date of issue.	Terms.	No. pay-ments
Duluth, S. Shore & Atlantic.	Car Trust Notes.....	Feb. 6, 1894...	5 to 10 years...	120
Eastern Ry. Co. of Minn.....	Car Trust Notes.....	Feb. 3, 1896...	Feb. 1, 1906...	14
Minn., St. P. & S. Ste. Marie	Victoria Rolling St'k Wells, French Co.	Sept., 1893 to June, 1898...	5 to 10 years..	100
Wisconsin & Michigan.....	U. S. Car Co., &c.....	Oct 19, 1895 to June 19, 1896	2 to 6 years...	46
Wisconsin Central R. R. Co..	Haskell & Barker Co	June 1, 1897 ..	5 years.....	80
Wisconsin Central Co.....	Haskell & Barker Co	June 1, 1897 to Mar. 16, 1898	1 to 3 years...	73
St. Paul & Duluth.....	Car Trust Series A...	Aug. 15, 1898..	5 yrs. monthly payments...	60

Name of company.	Equipment covered.	Explanatory remarks.
Duluth, S. Shore & Atlantic	2,050 box cars.....	Last payment July 1, 1899.
Eastern Ry. Co. of Minn.....	600 ore cars.....	Balance due \$25,616.18.
Minn., St. P. & S. Ste. Marie	2,000 box cars, 20 cabooses, 23 locomotives.....	Represented by semi-annual monthly notes.
Wisconsin & Michigan.....	500 box cars, 1 locomotive..	
Wisconsin Central R. R. Co.	500 box cars.....	
Wisconsin Central Co.....	500 box cars, 10 locomotives	Final payment made Mar. 16, 1899.
St. Paul & Duluth.....	200 box cars.....	Title remains in trustee until full payment.

FUNDED DEBT -- Continued -- WISCONSIN.

Equipment Trust obligations June 30, 1899 — B. Statement of account.

NAME OF COMPANY.	Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENT—PRINCIPAL.	
			Original amount.	Amount outstanding.
Chicago & Northwestern...	.....	.....	\$10,496,177 64	\$9,955,015 29
Duluth, S. Sh. & Atlantic...	Car Trust Notes....	\$14,323 30	115,818 46	97,020 24
Eastern Ry. Co. of Minn....	Car Trust Notes....	.....	.....	16,449 21
Minn., St. P. & S. Ste. Marie	Victoria Rolling St'k Co., Wells French Co.	47,340 51	360,137 84	186,773 80
Wisconsin & Michigan.....	U. S. Car Co., &c.....	30,145 61	89,826 00	51,537 29
Wisconsin Central R. R. Co	Haskell & Barker Car Co.	.....	22,703 19	128,453 79
Wisconsin Central Co.....	do	8,833 61	2,874,788 10	2,714,880 25
St. Paul & Duluth.....	Car Trust Series A...	997 54	6,400 35	5,545 97

NAME OF COMPANY.	DEFERRED PAYMENTS — INTEREST.				
	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Chicago & Northwestern...	.....	.....	\$238,647 07	\$218,334 63	
Minn., St. P. & S. Ste. Marie	\$7,365 87	\$5,401 85	1,964 03	1,964 03	5 per ct.
Wisconsin & Michigan.....	15,718 12	8,427 7	6,790 43	9,240 03	6 per ct.
Wisconsin Central R. R. Co.	38,958 21	23,050 3	7,466 95	7,466 9	6 per ct.
Wisconsin Central Co.....	33,056 00	18,984 2	135,038 08	7,613 7	6 per ct.

Assets and Liabilities.

Current liabilities accrued to and including June 30, 1899.

Name of Company.	Loans and bills payable.	Audited vouchers and accounts.	Wages and salaries.	Net traffic balances due to other companies.
1 Abbotsford & Northeastern...				
2 Ahnapee & Western	\$64,975 48		\$1,120 00	\$982 12
3 Ashland Siskiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	93,940 33	\$395 91		
7 Chicago, Milwaukee & St. P.	870,540 79		1,518,444 52	8,878 82
8 Chicago & Northwestern		1,559,233 75	1,621,740 56	253,191 93
9 Chicago, St. P., M. & O.		366,370 32	324,579 66	185,767 35
10 Chicago, Burlington & Q'cy	3,061,076 09	4 33	545 59	223 48
11 Chicago, L. Shore & East'n	125,381 32		47,954 51	
12 Chicago & Lake Superior		354 55		
13 C. M. & N. (Ill. Central)		3,724,938 80		
14 Chicago, Wis. & Minnesota		478 14		
15 Chippewa Riv. & Menom.				
16 Drummond & South West'n	109,757 44	1,124 07		
17 Duluth, So. Shore & Atlantic	1,773,435 18	434,466 20	127,007 23	
18 Duluth Short Line				
19 Duluth, Sup. & Western		26,903 07	4,031 15	
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.		619,805 36	125,416 95	
22 Fairchild & North Eastern				
23 Green Bay & Western	143,550 15	15,122 35	16,489 27	151 02
24 Hazelhurst & South Eastern				
25 Iola & Northern		7 50	234 20	65 52
26 Glenwood & Northeastern				
27 Kewaunee, G. Bay & West'n		710 95	1,631 22	
28 Kickapoo Valley & North'n		4,004 01	7,437 71	1,642 65
29 Lake Sup. T. & T. R'y Co.		3,230 10		90
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago	72,899 81			
32 Milwaukee & Superior	91,291 11	1,967 00	1,939 90	
33 Marshfield & South Eastern		2,649 32		
34 Marinette, Tom. & Western				1,788 57
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				2,548 33
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & Sault Ste. Marie	1,285,241 05	366,978 85	220,169 88	
39 Northern Pacific		1,746,063 05	1,225,410 77	
40 Northwestern Coal R'y Co.	1,500 00	12,841 78	6 67	
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.	4,883 33	4,672 60	1,560 00	
44 St. Cloud, G'tsburg & Ashl'd				
45 †Wash'b'n, Bayfield & I. Riv.	21,117 06		55,140 52	
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	231,691 29	26,022 59	4,122 44	
49 Whitcomb & Morris				
50 †Wisconsin Central R. R. Co.	27,311 52	144,000 60	104,608 73	15,445 11
51 †Wisconsin Central Co.	457,358 00	108,499 05	104,608 73	14,445 11
52 Hawth'n, Nebagamon & Sup.				
53 St. Paul & Duluth		138,454 76	71,186 32	

†Receiver's certificates, \$400,000 00.

*Receiver's certificates, \$159,500 00.

†Receiver's certificates, \$661,000 00.

‡Receiver's certificates, \$2,108,000 00.

Assets and Liabilities.

Current liabilities accrued to and including June 30, 1899.

Dividends not called for.	Matured interest coupons unpaid inc. coupons due July 1.	Rentals due July 1, 1899.	Miscel- laneous.	Balance cash assets.	Total.	No.
	\$30,600 00			\$11,136 99	\$11,136 99	1
					97,677 60	2
				37 30	37 30	3
						4
	184,375 07		\$24 65		278,735 89	5
\$52,544 58	3,270,357 10		212,716 09	1,298,748 32	7,232,230 16	6
10,822 75	238,735 52	\$6,000 60	30,750 00	1,990,801 53	6,990,801 53	7
395,574 00	74,122 00	9,692 27	549,745 34	1,523,456 16	3,429,307 10	8
			1 33		3,061,860 72	9
		704,122 48	208,409 15		1,085,867 46	10
			8,222 19		8,576 74	11
	9,412 50			253,469 40	3,724,938 80	12
			57,506 23		263,360 04	13
		04			57,506 23	14
				8,333 33	110,881 55	15
	10,000 00			41,432 31	2,394,903 61	16
					8,333 33	17
	3,940 00		20 07	1,102,328 28	82,386 53	18
			21,871 84		1,851,510 61	19
			230 32	523 67	197,184 63	20
					1,061 21	21
	525 00		1,575 45	26,960 42		22
120,000 00			19,694 63		30 413 04	23
			5,492 32		552,779 01	24
	55,955 00				8,723 32	25
27,000 00					124,854 81	26
			243,193 54		95,198 01	27
					29,649 32	28
			467 94	4,585 67	244,982 11	29
	516,160 00		76,494 26	446,291 21		30
1,550,000 00	1,112,615 25	529,911 28	111,337 57	2,235,903 59	2,911,335 25	31
			52 74	1,306 86	8,511,241 01	32
				3,756 05	15,707 06	33
	19,650 00			8,063 50	3,756 05	34
		510 43			38,829 46	35
					236,268 01	36
	148,750 00	2,254 98	267 40			37
		1,260 00			413,108 70	38
				2,793,910 89	953,625 96	39
			370 44		2,793,910 89	40
2,671 00	1,367 50		36,945 11	521,000 39	270 44	41
					771,625 08	42

Assets and Liabilities.

Cash and current assets available for payment of liabilities June 30, 1899.

Name of Company.	Cash.	Bills receivable.	Due from agents, conductors and paymasters.	Net traffic balances due from other companies.
1 Abbotsford & Northeastern	\$11,136 99			
2 Ahnapee & Western	936 22		\$20 00	
3 Ashland Siskiwt				
4 Big Falls R'y Co.	796 84			
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	176 42			
7 Chicago, Milwaukee & St. P.	6,377,491 81		374,304 54	
8 Chicago & Northwestern	4,056,419 89	\$139,216 53	2,154,650 80	
9 Chicago, St. P., M. & O.	2,277,161 70	246 35	352,522 68	200,245 08
10 Chicago, Burlington & Q'cy		5,116 43		
11 Chicago, L. Shore & Eastern	68,422 88		256,739 25	76,199 22
12 Chicago & Lake Superior			562 67	
13 C. M. & N. (Ill. Central)		8,939 79		
14 Chicago, Wisconsin & Minn.	182,049 42	35,000 00		
15 Chippewa Riv. & Menomonie				
16 Drummond & South Western		450 00		
17 Duluth, So. Shore & Atlantic	30,235 96		55,223 42	6,238 24
18 Duluth Short Line				
19 Duluth, Sup. & W. Term.	46,996 30	35,338 23		
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	1,130,272 65	12,000 00	4,588 60	
22 Fairchild & North Eastern				
23 Green Bay Western	32,322 65		13,257 65	
24 Hazelhurst & South Eastern	3,155 61			2,181 46
25 Iola & Northern	923 51		78 27	
26 Glenwood & Northeastern				
27 Kewaunee, G. Bay & West'n	5,205 40			1,666 67
28 Kickapoo Valley & Northern	8,113 86		1,684 25	
29 Lake Sup. T. & T. R'y Co.	4,853 68		200 00	90
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago.	20,254 80			
32 Milwaukee & Superior			636 36	479 69
33 Marshfield & South Eastern	6,904 65			10,918 86
34 Marinette, Tom. & Western	2,219 44		25,09	1,789 42
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	4,294 86		2,787 28	207 61
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & Sault Ste. M.	2,280,888 01	9,628 14	311,506 58	100,606 55
39 Northern Pacific	6,742,715 34	44,796 34	482,538 56	44,022 24
40 Northwestern Coal R'y Co.	792 93			
41 Oshkosh Transportation Co.	3,756 05			
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.	119 95		387 97	212 83
44 St. Cloud, Gr'tsburg & Ashl'd				
45 Washburn, Bayfield & I. Riv.	56,857 95			
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan			10,014 78	
49 Whitcomb & Morris	983 39			
50 Wisconsin Central R. R. Co.	166,126 86		75,438 26	
51 Wisconsin Central Co.		36 53	189,721 59	65,332 80
52 Hawthorn, Nebag'm'n & Sup				
53 St. Paul & Duluth	633,653 60	23,950 75	59,288 90	38,460 75

Assets and Liabilities.

Cash and current assets available for payment of liabilities June 30, 1899.

Due from solvent companies and individuals.	Other cash assets. (Ex. material and supplies.)	Due from U. S. government.	Balance.—Current liabilities.	Total.	Material and supplies on hand.	No.
\$819 16			\$95,902 22	\$11,136 99		1
				97,677 60	\$1,850 00	2
			37 30	834 14		3
1,479 02			277,080 45	278,735 89	5 00	4
174,107 60		\$306,316 21		7,232,230 16	2,467,793 88	5
276,340 68		364,173 63		6,990,801 53	1,786,674 06	6
	\$599,131 29			3,429,307 10	577,568 95	7
20,608 57			3,036,135 72	3,061,860 72	110,532 19	8
454,246 04			230,260 07	1,085,867 46	62,677 14	9
623 32	43 39		7,341 86	8,576 74		10
3,067 14			3,712,931 87	3,724,938 80		11
46,310 62				263,360 04		12
43,747 99			13,758 24	57,506 23		13
				450 00	127 74	14
175,816 52			2,067,394 47	2,334,908 61	147,996 34	15
8,333 33				833 33		16
				82,386 53		17
694,487 37	10,161 99			1,851,510 61	192,689 68	18
10,332 24	92,777 31		48,494 78	197,184 63	3,557 49	19
48 30				5,385 37		20
59 43				1,061 21	506 00	21
3,764 23	19,776 74			30,413 04		22
99 16			542,881 74	552,779 01	1,027 68	23
	815 94		2,852 86	8,723 38	237 33	24
8,985 02			99,614 99	128,854 81		25
11,116 09			82,965 88	95,198 01	1,951 37	26
			11,925 81	29,649 32	668 55	27
7,725 00			233,223 16	244,982 11		28
312 29				7,601 94	500 00	29
208,705 97				2,411,335 25	377,982 89	30
1,197,168 53				8,511,241 01	1,763,216 20	31
13,837 05	1,077 07			15,707 05	5,254 02	32
				3,756 05		33
5,423 14	32,600 00			38,320 46	775 00	34
			179,410 06	236,268 01		35
61,218 19			341,875 73	413,108 70		36
515,455 66			196,005 18	953,625 96	187,226 01	37
			2,538,189 97	2,793,610 89	187,726 00	38
270 44				270 44		39
4,535 87	11,735 21			771,625 08	86,301 45	40

Assets and Liabilities.

Recapitulation, Wisconsin and whole line: A. For mileage owned by road making report June 30, 1899.

NAME OF COMPANY.	WISCONSIN.		
	Total amount outstanding	Apportionment.	
		To railroads	To other properties.
1 Abbottsford & Northeastern	\$232,000 00	\$232,000 00	
2 Ahnapee & Western	877,177 60	877,177 60	
3 Ashland Siskiwit			
4 Big Falls R'y Co.	1,000 00		
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	4,500,000 00	4,500,000 00	
7 Chicago, Milwaukee & St. Paul	58,667,542 00	58,667,542 00	
8 Chicago & Northwestern	64,361,342 13	64,335,095 11	\$26,317 02
9 Chicago, St. Paul, Minneapolis & Omaha	27,109,395 83	27,109,395 83	
10 Chicago, Burlington & Northern	9,522,540 00	9,522,540 00	
11 Chicago, Lake Shore & Eastern	230,000 00	230,000 00	
12 Chicago & Lake Superior	61,341 86		
13 Chicago, Madison & Northern	2,731,798 88	2,731,798 88	
14 Chicago, Wisconsin & Minnesota	4,266,286 35	4,266,286 35	
15 Chippewa River & Menomonie	57,506 23		
16 Drummond & South Western	170,881 55		
17 Duluth South Shore & Atlantic			
18 Duluth Short Line	108,450 65	108,450 65	
19 Duluth, Superior & Western	750,500 00	750,000 00	
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern			
23 Green Bay & Western	10,100,000 00	10,100,000 00	
24 Hazelhurst & South Eastern			
25 Iola & Northern	71,400 00	71,400 00	
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	1,072,950 00	1,072,950 00	
28 Klekanoo Valley & Northern	738,000 00	738,000 00	
29 Lake Superior Terminal & Transfer R'y Co.	297,922 32	297,922 32	
30 Iola & Northern	71,400 00	71,400 00	
31 Milwaukee & Lake Winnebago	5,517,475 00	5,517,475 00	
32 Milwaukee & Superior	388,198 01	388,198 01	
33 Marshfield & South Eastern	900,000 00	900,000 00	
34 Marinette, Tomahawk & Western	406,482 11	406,482 11	
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	640,000 00		
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	13,489,775 65	13,489,775 65	
39 Northern Pacific			
40 Northwestern Coal R'y Co.	1,398,401 19	1,398,401 19	560,000 00
41 Oshkosh Transportation Co.	70,000 00	70,000 00	
42 Packwaukee & Montello	224,000 00	224,000 00	
43 Rice Lake, Dallas & Menomonie	120,000 00	120,000 00	
44 St. Cloud, Grantsburg & Ashland	29,210 00	29,210 00	
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.	708,397 91	708,397 91	
48 Wisconsin & Michigan	1,158,923 87	1,158,923 87	
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.	22,142,462 80	22,142,462 80	
51 Wisconsin Central Co.	32,839,171 93	15,183,889 03	17,655,282 90
52 Hawthorn, Nebamoon & Superior			
53 St. Paul & Duluth	849,496 51	849,496 51	

*In hands of receivers.

Assets and Liabilities.

Recapitulation, Wisconsin and whole line: A. For mileage owned by road making report June 30, 1899.

WISCONSIN.		WHOLE LINE.				No.	
Amount per mile of road.		Total amount outstanding.	Apportionment.		Amount per mile of road.		
Miles.	Amount.		To railroads	To other property.	Miles.		Amount.
15.16	\$15,303 00	\$232,000 00	\$232,000 00		15.16	\$15,303 00	1
34	25,799 34	877,177 60	877,177 60		34	25,799 34	2
3.86	1,165,803 11	4,500 000 00	4,500 000 00		3.86	1,165,803 11	3
1,650.46	35,580 52	218,745 500 00	218,745 500 00		6,147.90	35,580 52	4
1,565.71	41,090 01	206,227 517 54	206,143 192 16	\$34,325 38	5,016.87	41,090 01	5
620.07	43,719 89	60,285 996 62	60,285 996 62		1,492.64	42,376 00	6
222.57	42,834 00	18,763 500 00	18,763 500 00		341.45	54,967 00	7
17.33	113,271 78	3,880,000 00	3,880,000 00		166.76	23,392 00	8
3	20,447 29	61,341 86	61,341 86		3.00	20,447 29	9
91.31	29,917 85	10,644 938 80	10,644 938 80		231.30	46,022 21	10
72.87	59,547 00	6,800 000 00	6,800 000 00		131.12	51,661 00	11
30.50	1,885 45	57,596 28	57,596 28		30.50	1,885 45	12
21.72	7,867 44	170,881 55	170,881 55		21.72	7,867 44	13
1.75	61,971 00	47,574 967 75	47,574 967 75		569.72	83,505 00	14
6.16	2,692 60	1,100,000 00	1,100,000 00		17.75	61,971 00	15
		750,000 00	750,000 00		6.16	2,692 60	16
		22,405,616 18	19,622,616 18	2,783,000 00	470.80	54,815 00	17
225	44,889 00	10,100,000 00	10,100,000 00		225	44,889 00	18
4.70	15,191 00	71,400 00	71,400 00		4.70	15,191 00	19
36.70	29,235 00	1,072 950 00	1,072 950 00		36.70	29,235 00	20
51.63	14,999 00	738 000 00	738 000 00		51.63	14,999 00	21
15.70	18,976 00	297,922 32	297,922 32		15.70	18,976 00	22
95.76	57,618 00	5,517 475 00	5,517 475 00		95.76	57,618 00	23
25.04	15,503 11	398 198 01	398 198 01		25.04	15,503 11	24
33	25,757 57	900 000 00	900 000 00		33	25,757 57	25
33.30	12,236 69	406,482 11	406,482 11		33.30	12,236 69	26
21		640,000 00			21		27
271.42	49,700 74	52,111 243 49	52,111 243 49		1,252.77	41,597 61	28
12.87	109,079 65	315,387 600 00	315,387 600 00		4,656.27	67,733 96	29
4.23	16,355 14	1,958 401 19	1,398,401 19	560,000 00	12.87	109,079 65	30
7.96	28,141 00	70 000 00	70 000 00		4.23	16,355 14	31
7.52	16,000 00	224,000 00	224,000 00		7.96	28,141 00	32
12	2,434 00	120 000 00	120,000 00		7.52	16,000 00	33
		29,210 00	29,210 00		12	2,434 00	34
1.03	775,562 91	798 397 91	798 397 91		1.03	775,562 91	35
32.82	35,311 51	2,244,375 73	2,244,375 73		63.55	35,325 47	36
436.11	50,773 00	22,142 462 80	22,142 462 80		436.11	50,773 00	37
218.17	69,596 59	38,442 068 46	18,110 538 95	20,331,519.51	218.17	68,365 00	38
13.75	60,998 11	13,770,323 71	13,770,323 71		13.75	60,998 11	39
					225.75	609 98	40

Permanent Improvements, etc.

Permanent improvements for the year—Wharves, Right of Way Deal Lots, Frame Loading Bridges, Main Truss Buildings, Shops, Machinery, etc., of constructed road, etc.

FOR CONSTRUCTION.

NAME OF COMPANY	Total expenditures	Credits project- ing	Net additions
1 Adamsport & Northern			
2 Adams & Western			
3 Adams & Western			
4 Adams & Western			
5 Adams & Western			
6 Adams & Western			
7 Adams & Western			
8 Adams & Western			
9 Adams & Western			
10 Adams & Western			
11 Adams & Western			
12 Adams & Western			
13 Adams & Western			
14 Adams & Western			
15 Adams & Western			
16 Adams & Western			
17 Adams & Western			
18 Adams & Western			
19 Adams & Western			
20 Adams & Western			
21 Adams & Western			
22 Adams & Western			
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35 Adams & Western			
36 Adams & Western			
37 Adams & Western			
38 Adams & Western			
39 Adams & Western			
40 Adams & Western			
41 Adams & Western			
42 Adams & Western			
43 Adams & Western			
44 Adams & Western			
45 Adams & Western			
46 Adams & Western			
47 Adams & Western			
48 Adams & Western			
49 Adams & Western			
50 Adams & Western			
51 Adams & Western			
52 Adams & Western			

Permanent Improvements, etc.

Permanent improvements for the year—Wisconsin: Locomotives, Passenger Cars, Sleeping, Parlor and Dining Cars, Baggage, Express and Postal Cars, Combination Cars, other cars of all classes and floating equipment.

FOR EQUIPMENT.			Total constructi'n and equipment.	No.
Total expenditures.	Credits, property sold.	Net additions.		
.....	1
.....	2
.....	3
.....	4
.....	5
\$216 60	\$216 60	\$42,621 20	6
.....	7
228,027 40	1,553,850 70	8
.....	68,610 03	9
5,154 50	9,542 08	10
.....	8,941 04	11
27 50	2,166 92	12
.....	13
.....	163 93	14
7,985 85	17,665 95	15
.....	16
.....	17
.....	7,049 42	18
.....	19
.....	20
.....	21
4,602 75	33,075 60	22
21,610 00	68,796 46	23
.....	24
.....	25
.....	1,200 00	26
4,796 64	5,869 97	27
.....	28
.....	40,259 61	29
17,865 05	25,935 69	30
5,040 25	7,115 24	31
7,630 26	237,982 29	32
.....	33
.....	34
.....	35
76,009 35	76,009 35	219,598 45	36
.....	37
.....	22,950 72	38
.....	39
.....	40
.....	542 71	41
.....	42
9,265 91	41,176 09	43
.....	44
.....	45
.....	46
.....	47
.....	48
.....	120 08	49
471,955 35	498,151 96	50
253,407 15	262,795 23	51
10,000 00	50,000 00	52
9,473 85	\$21,547 30	.....	117,458 70	53

Permanent Improvements, etc.

Permanent Improvements for the year—Wisconsin: Right of Way, Real Estate, Fences, Grading, Bridges, Rails, Ties, Buildings, Shop Machinery, Purchase of Constructed Road, etc.

NAME OF COMPANY.	FOR CONSTRUCTION.		
	Total ex- penditures.	Credits, property sold.	Net addi- tions during year.
1 Abbotsford & Northeastern			
2 Ahnapee & Western			
3 Ashland Siskiwi			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	\$42,404 60		\$42,404 60
7 Chicago, Milwaukee & St. Paul			
8 Chicago & Northwestern	4,248,221 63		
9 Chicago, St. Paul, Minneapolis & Omaha	103,864 43	1,570 00	102,294 43
10 Chicago, Burlington & Northern	43,529 47		43,529 47
11 Chicago, Lake Shore & Eastern	102,556 60		
12 Chicago & Lake Superior	2,139 42		
13 Chicago, Madison & Northern			
14 Chicago, Wisconsin & Minnesota	1,562 26		
15 Chippewa River & Menomone	9,630 10		
16 Drummond & Southwestern			
17 Duluth, South Shore & Atlantic	34,501 88	3,966 05	30,535 83
18 Duluth Short Line			
19 Duluth, Superior & Western	7,049 42		
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota	4,471,836 06		
22 Fairchild & North Eastern	28,472 85		28,472 85
23 Green Bay & Western	47,186 46		
24 Hazelhurst & South Eastern			
25 Iola & Northern			
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	1,200 00		
28 Kickapoo Valley & Northern	1,073 33		
29 Lake Sup. Terminal & Transfer R'y Co.			
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago	40,259 61		40,259 61
32 Milwaukee & Superior	8,070 04		
33 Marshfield & South Eastern	2,074 99		
34 Marinette, Tomahawk & Western	230,352 03		
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin			
37 Minneapolis, St. Paul & Ashland	2,400,373 79		
38 Minneapolis, St. Paul & Sault Ste. Marie	4,063,656 16		
39 Northern Pacific	22,950 72		
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomone	542 71		542 71
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan			
49 Whitcomb & Morris	120 00		
50 Wisconsin Central R. R. Co.	26,196 61		
51 Wisconsin Central Co.	25,151 57	35 70	25,115 84
52 Hawthorn, Nebazamon & Superior	40,000 00		
53 St. Paul & Duluth	1,773,150 76	343,314 50	1,429,836 26

Permanent Improvements, etc.

Permanent Improvements for the year—whole line, June 30, 1899: Right of way, Real Estate, Fences, Grading, Bridges, Rails, Ties, Buildings, Shops, machinery, purchase of constructed road, etc.

FOR EQUIPMENT.			Total construction and equipment.	No.
Total expenditures.	Credits, property sold.	Net additions during year.		
				1
				2
				3
				4
\$216 60		\$216 60	\$42,621 20	5
				6
730,648 59			4,978,870 27	7
			103,864 43	8
7,930 00		7,930 00	51,549 47	9
1,000 00			103,556 60	10
27 50			2,166 92	11
				12
			1,562 20	13
7,985 85			17,665 95	14
				15
210,125 52	\$1,775 64	208,349 88	244,627 40	16
			7,049 42	17
				18
1,561,131 83			6,332,967 89	19
4,602 75		4,602 75	33,075 60	20
21,610 00			63,796 46	21
				22
				23
				24
				25
1,200 00			1,200 00	26
4,796 64			5,869 97	27
				28
				29
				30
17,565 05			40,259 61	31
5,040 25			25,935 09	32
7,630 26			7,115 24	33
			237,982 29	34
				35
				36
350 272 50			2,840 647 29	37
1,799 288 15			5,863 944 31	38
22,950 72			22,950 72	39
				40
				41
			542 71	42
				43
9,265 91			41,176 09	44
				45
				46
				47
				48
471 955 35			190 08	49
307,682 19		307,682 19	498,151 96	50
16 000 00			332,833 76	51
155,663 74			50,000 00	52
			1,928,814 50	53

Cost of Road, etc.

Permanent improvements for the year—whole line, June 30, 1899: Locomotives, Passenger Cars, Sleeping, Parlor and Dining Cars, Baggage, Express and Postal Cars, Combination Cars, Freight Cars, other cars of all classes and floating equipment.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT JUNE 30, 1899.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$232,000 00	\$232,000 00
2 Ahnapee & Western		
3 Ashland Siskiwt		
4 Big Falls R'y Co.	9,357 64	
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	3,368,127 14	3,368,127 14
7 Chicago, Milwaukee & St. Paul	57,447,178 03	214,195,294 69
8 Chicago & Northwestern	55,650,573 86	178,316,351 34
9 Chicago, St. Paul, Minneapolis & Omaha		56,452,355 66
10 Chicago, Burlington & Northern	11,092,444 97	21,639,534 25
11 Chicago, Lake Shore & Eastern	245,454 61	4,295,604 48
12 Chicago & Lake Superior	56,066 02	56,066 02
13 Chicago, Madison & Northern	3,205,139 35	10,542,727 72
14 Chicago, Wisconsin & Minnesota	4,394,755 85	6,930,328 98
15 Chippewa River & Menomonee	259,403 10	259,403 10
16 Drummond & South Western	171,250 46	171,250 46
17 Duluth, South Shore & Atlantic		44,864,137 61
18 Duluth Short Line	82,837 57	1,100,000 00
19 Duluth, Superior & Western	761,863 61	761,863 61
20 Dunbar & Wausaukee	77,133 02	77,133 42
21 Eastern Railway Co. of Minnesota		14,372,697 52
22 Fairchild & North Eastern	172,948 81	172,948 81
23 Green Bay & Western	10,091,660 00	10,091,660 00
24 Hazelhurst & South Eastern	102,170 89	102,170 89
25 Iola & Northern	37,855 71	37,855 71
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western	1,068,350 00	1,068,350 00
28 Kickapoo Valley & Northern	320,241 32	320,241 32
29 Lake Superior Terminal & Transfer R'y Co.	294,240 53	294,240 53
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago	4,576,270 99	4,576,270 99
32 Milwaukee & Superior	353,615 70	353,615 70
33 Marshfield & South Eastern		
34 Marinette, Tomahawk & Western	163,500 00	163,500 00
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin		
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	12,926,953 45	46,123,319 88
39 Northern Pacific		309,828,679 74
40 Northwestern Coal R'y Co.	919,135 10	919,135 10
41 Oshkosh Transportation Co.	70,000 00	70,000 00
42 Packwaukee & Montello	224,000 00	224,000 00
43 Rice Lake, Dallas & Menomonee	98,501 32	98,501 32
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River		
46 West Range		
47 Winona Bridge R'y Co.		784,000 00
48 Wisconsin and Michigan	1,102,425 73	2,136,483 97
49 Whitcomb & Morris	6,546 00	6,546 00
50 Wisconsin Central R. R. Co.	167,083 08	167,083 08
51 Wisconsin Central Co.	232,013 25	355,507 25
52 Hawthorn, Nebagamon & Superior	10,000 00	10,000 00
53 St. Paul & Duluth	737,144 21	12,104,174 13

Cost of Road, etc.

Permanent Improvements for the year—Wisconsin: Locomotives, Passenger Cars, Sleeping, Parlor, and Dining Cars, Baggage, Express and Postal Cars, Combination Cars, Freight Cars, other Cars of all Classes, and Floating Equipment.

NET ADDITIONS YEAR ENDING JUNE 30, 1899.		TOTAL COST OF ROAD AND EQUIPMENT JUNE 30, 1899.		COST PER MILE.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	\$232,000 00	\$232,000 00	\$15,303 00	\$15,303 00	1
.....	2
.....	3
.....	4
.....	5
.....	6
.....	7
.....	8
.....	9
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.....	99
.....	100

Income Account.

Income account June 30, 1899—Wisconsin—For roads making operating report.

NAME OF COMPANY.	GROSS EARNINGS FROM OPERATION.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$20,040 38	\$20,040 38
2 Ahnapee & Western	34,227 68	34,227 68
3 Ashland Siskiwt		
4 Big Falls R'y Co.		
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	3 074 48	3 074 48
7 Chicago, Milwaukee & St. Paul	11,970,692 28	38,310,632 49
8 Chicago & Northwestern	12,484,772 56	39,054,953 19
9 Chicago, St. Paul, Minneapolis & Omaha	3,645,764 74	10,476,496 98
10 Chicago, Burlington & Northern	1,265,394 54	2,003,406 37
11 Chicago, Lake Shore & Eastern	61,024 00	2,245,764 53
12 Chicago & Lake Superior	3 282 21	3 282 21
13 Chicago, Madison & Northern	98,132 77	1,384,578 21
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonic	28,322 34	28,322 34
16 Drummond & South Western	15,948 15	15,948 15
17 Duluth, South Shore & Atlantic	213,806 93	2,007,724 55
18 Duluth Short Line		
19 Duluth, Superior & Western	116 021 96	116 021 96
20 Dunbar & Wausaukee	27 303 29	27 303 29
21 Eastern Railway Co. of Minnesota	520 971 05	3,064,968 40
22 Fairchild & North Eastern	31,778 34	31,778 34
23 Green Bay & Western	454,493 02	454,493 02
24 Hazelhurst & South Eastern	18 377 94	18 377 94
25 Iola & Northern	6 706 38	6 706 38
26 Glenwood & Northeastern	185 00	185 00
27 Kewaunee, Green Bay & Western	72 129 33	72 129 33
28 Kickapoo Valley & Northern	36 725 14	36 725 14
29 Lake Superior Terminal & Transfer R'y Co.	53,691 25	53,691 25
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior	75 008 71	35,008 71
33 Marshfield & South Eastern	37,524 22	37,524 22
34 Marinette, Tomahawk & Western	35 177 70	35 177 70
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin	24 999 74	24,999 74
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	1,374,673 93	4,348,595 04
39 Northern Pacific	417 840 47	26,031,876 81
40 Northwestern Coal R'y Co.	36,008 69	36,008 69
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonic	12,187 79	12,187 79
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River	56,857 95	56,857 95
46 West Range		
47 Winona Bridge R'y Co.	1 024 69	19 784 66
48 Wisconsin & Michigan	87 625 40	120 121 86
49 Whitcomb & Morris	3 231 55	3 231 55
50 Wisconsin Central R. R. Co.	2,508 211 73	2,508 211 73
51 Wisconsin Central Co.	1,592,509 81	2,525,333 61
52 Hawthorn, Nebaramon & Superior	270 44	270 44
53 St. Paul & Duluth	24 537 05	1,806,097 78

Income Account.

Income account June 30, 1899—Continued.

OPERATING EXPENSES.		INCOME FROM OPERATION.		DEFICIT FROM OPERATION.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$9,177 24	\$9,177 24	\$10,863 14	\$10,863 14			1
19,514 91	19,514 91	14,712 77	14,712 77			2
						3
						4
						5
4,885 34	4,885 34			\$1,810 86	\$1,810 86	6
6,710,007 10	22,776,670 42	5,260,685 18	15,533,962 07			7
7,787,333 66	24,360,395 04	4,697,437 90	14,694,553 15			8
2,797,370 50	6,314,606 09	848,394 24	4,161,890 89			9
735,380 15	1,225,633 59	590,014 39	777,772 78			10
41,697 00	946,045 74	23,327 00	1,299,318 84			11
4,069 68	4,069 68	787,047 00	787,047 00			12
121,372 08	770,407 40		614,170 81	23,239 31		13
						14
21,065 49	21,065 49	7,256 85	7,256 85			15
12,727 48	12,727 48	3,220 71	3,220 71			16
159,317 05	1,332,371 91	54,489 98	675,352 64			17
						18
97,423 72	97,423 72	18,598 24	18,598 24			19
5,549 46	5,549 46	21,753 93	21,753 93			20
343,417 20	1,318,511 82	177,553 85	1,746,456 58			21
16,228 89	16,226 89	15,551 45	15,551 45			22
373,958 64	373,958 64	80,554 38	80,554 38			23
13,243 50	13,243 50	5,134 44	5,134 44			24
5,326 24	5,326 34	1,380 04	1,380 04			25
12,719 98	12,719 98			12,534 98	12,534 98	26
36,982 10	36,982 10	35,147 23	35,147 23			27
54,368 69	54,368 69	18,143 55	18,143 55			28
46,912 75	46,912 75	11,778 50	11,778 50			29
						30
						31
22,902 61	22,902 61	12,106 10	12,106 10			32
20,072 23	20,072 23	17,751 99	17,751 99			33
29,259 81	29,259 81	5,917 89	5,917 89			34
						35
18,020 88	18,020 88			6,978 86	6,978 86	36
						37
749,987 74	2,599,694 57	631,690 19	1,758,980 47			38
196,043 50	12,332,645 27	221,795 88	13,699,221 54			39
27,403 09	27,403 09	8,605 60	8,605 60			40
						41
						42
9,669 13	9,669 13	2,518 66	2,518 66			43
						44
76,768 01	76,768 01	19,910 06	19,910 06			45
						46
719 24	13,718 85	315 38	6,015 71			47
54,516 40	94,683 72	33,108 80	25,433 13			48
2,870 75	2,870 15	461 40	461 40			49
1,542,053 07	1,542,053 07	1,046,158 72	1,046,158 72			50
1,037,514 63	1,879,581 24	504,995 13	645,958 37			51
		270 44	270 44			52
16,680 57	1,226,510 26	7,856 48	579,587 52			53

Income Account.

Income account June 30th, 1899—Continued.

NAME OF COMPANY.	INCOME FROM OTHER SOURCES.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern		
2 Ahnapee & Western		
3 Ashland Siskiwi		
4 Big Falls R'y Co.		
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y		
7 Chicago, Milwaukee & St. Paul	\$31,489 59	\$117,410 85
8 Chicago & Northwestern	440,366 78	1,377,558 48
9 Chicago, St. Paul, Minneapolis & Omaha	52,405 57	159,244 55
10 Chicago, Burlington & Northern	6,028 10	12,721 84
11 Chicago, Lake Shore & Eastern		
12 Chicago & Lake Superior		
13 Chicago, Madison & Northern		
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomone		
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic		
18 Duluth Short Line		
19 Duluth, Superior & Western		
20 Dunbar & Wausaukee		
21 Eastern Railway Co. of Minnesota		
22 Fairchild & North Eastern		
23 Green Bay & Western		
24 Hazelhurst & South Eastern		
25 Iola & Northern		
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western		
28 Kickapoo Valley & Northern		
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior		
33 Marshfield & South Eastern		
34 Marinette, Tomahawk & Western		
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin		
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie		
39 Northern Pacific		
40 Northwestern Coal R'y Co.		
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomone		
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River		
46 West Range		
47 Winona Bridge R'y Co.		
48 Wisconsin & Michigan	33,108 80	23,438 13
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.	4,540 72	4,540 72
51 Wisconsin Central Co.	426,580 88	432,040 38
52 Hawthorn, Nebagamon & Superior		
53 St. Paul & Duluth		196,172 90

Income Account.

Income account June 30, 1899—Continued.

TOTAL INCOME.		DEFICIT.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$10,863 14	\$10,863 14			1
14,712 77	14,712 77			2
				3
				4
				5
		\$1,810 86	\$1,810 86	6
5,252,174 77	15,651,372 92			7
5,137,804 68	16,072,116 63			8
900,799 81	4,321,135 44			9
536,042 49	790,494 62			10
23,327 00	1,299,318 84			11
3,282 21	3,282 21	787 47	787 47	12
	614,170 81	23,239 31		13
				14
				15
3,220 71	3,220 71			16
54,517 88	6,630,633 91			17
				18
18,621 51	18,621 51			19
21,753 93	21,753 93			20
1,997,401 08				21
				22
80,534 38	80,534 38			23
5,134 44	5,134 44			24
1,380 04	1,380 04			25
12,534 98	12,534 98			26
35,147 23	35,147 23			27
		18,143 55	18,143 55	28
11,778 50	11,778 50			29
				30
				31
12,836 68	12,836 68			32
17,751 89	17,751 89			33
5,917 89	5,917 89			34
				35
6,978 86	6,978 86			36
				37
	1,761,605 47			38
	14,700,828 54			39
48,366 33	48,366 33			40
				41
				42
2,518 66	2,518 66			43
				44
		19,910 06	19,910 06	45
				46
315 38	6,015 71			47
				48
461 40	461 40			49
1,060,699 44	1,060,699 44			50
981,576 01	1,077,998 75			51
270 44	270 44			52
7,866 48	775,760 42			53

Income Account.

Income account June 30, 1899—Continued.

NAME OF COMPANY.	DEDUCTION FROM INCOME.	
	<i>Interest on funded debt.</i>	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$6,720 00	\$6,720 00
2 Ahnapee & Western	20,400 00	20,400 00
3 Ashland Sisklwit		
4 Big Falls R'y Co.		
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	75,000 00	75,000 00
7 Chicago, Milwaukee & St. Paul	1,847,930 10	6,890,119 69
8 Chicago & Northwestern	2,216,191 18	6,932,704 80
9 Chicago, St. Paul, Minneapolis & Omaha	631,290 43	1,448,246 00
10 Chicago, Burlington & Northern	348,471 60	653,615 00
11 Chicago, Lake Shore & Eastern	7,800 00	168,700 01
12 Chicago & Lake Superior		
13 Chicago, Madison & Northern		343,500 00
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonic		
16 Drummond & South Western	3,000 00	3,000 00
17 Duluth, South Shore & Atlantic	153,221 74	859,700 00
18 Duluth Short Line		
19 Duluth, Superior & Western	20,000 00	20,000 00
20 Dunbar & Wausaukee		
21 Eastern Railway Co. of Minnesota		435,000 00
22 Fairchild & North Eastern		
23 Green Bay & Western	15,000 00	15,000 00
24 Hazelhurst & South Eastern		
25 Iola & Northern		
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western	20,400 00	20,400 00
28 Kickapoo Valley & Northern	30,000 00	30,000 00
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior	10,080 00	10,080 00
33 Marshfield & South Eastern		
34 Marinette, Tonawhaw & Western		
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin	4,875 00	4,875 00
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie		1,142,269 31
39 Northern Pacific		6,079,273 33
40 Northwestern Coal R'y Co.	46,210 40	46,210 40
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonic	3,600 00	3,600 00
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River		
46 West Range		
47 Winona Bridge R'y Co.		
48 Wisconsin & Michigan	24,535 80	47,550 00
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.	430,166 95	430,166 95
51 Wisconsin Central Co.	46,043 78	67,754 95
52 Hawthorn, Nebazamon & Superior Ry.		
53 St. Paul & Duluth	10,319 17	169,444 44

Income Account.

Income account June 30, 1899—Continued.

INTEREST ON INTEREST BEARING CURRENT LIABILITIES ACQUED NOT OTHERWISE PROVIDED FOR.		RENTALS.		TAXES.		No
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	\$75 80	\$75 80	1
.....	170 00	170 00	2
.....	3
.....	4
.....	5
\$2,422 39	\$2,422 39	.....	.....	73 95	73 95	6
.....	457,108 08	1,186,166 40	7
.....	\$6,815 25	\$21,319 52	378,017 33	1,182,516 48	8
.....	151,289 47	383,551 71	9
.....	145,231 89	49,894 11	89,327 49	10
.....	2,176 51	14,000 00	11
397 00	397 00	.....	.....	.....	.....	12
135,603 02	528 87	42,372 13	13
.....	14
.....	152 50	152 50	15
.....	16
.....	4,927 00	53,280 85	17
.....	18
158 69	158 69	3,186 72	3,186 72	5,469 65	5,469 66	19
.....	20
.....	6,381 39	91,133 16	21,474 22	99,320 83	21
.....	115 00	115 00	22
.....	4,073 86	4,073 86	23
.....	109 50	109 50	24
.....	23 50	23 50	25
.....	26
.....	590 65	590 65	27
11,979 16	11,979 16	.....	.....	78 50	78 50	28
11,700 00	11,700 00	.....	.....	.....	.....	29
.....	30
.....	31
4,701 77	4,701 77	.....	.....	.....	.....	32
27,000 00	27,000 00	.....	.....	.....	.....	33
.....	190 96	190 96	34
.....	35
.....	130 00	130 00	36
.....	37
.....	68,288 06	.....	.....	.....	175,990 85	38
.....	61,520 00	.....	750,133 36	39
.....	2,235 80	2,235 80	40
.....	41
.....	42
.....	99 84	99 84	43
.....	44
.....	45
.....	46
.....	270 76	398 27	47
.....	48
18,990 00	18,990 00	217,699 57	217,699 57	103,622 17	103,622 17	49
78,403 75	95,269 18	69,646 56	303,719 55	63,322 38	87,890 07	50
.....	51
.....	2,464 79	86,300 59	730 20	61,350 01	52
.....	53

Income Account.

Income account June 30, 1899—Deductions from income and deficit.

NAME OF COMPANY.	DIVIDENDS.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern		
2 Ahnapee & Western		
3 Ashland Siskiwit		
4 Big Falls R'y Co.		
5 Bayfield Harbor & Grent Western		
6 Bayfield Transfer R'y		
7 Chicago, Milwaukee & St. Paul	\$1,233,159 60	\$4,597,910 50
8 Chicago & Northwestern	1,126,290 55	3,523,270 00
9 Chicago, St. Paul, Minneapolis & Omaha	626,502 07	1,437,261 00
10 Chicago, Burlington & Northern		
11 Chicago, Lake Shore & Eastern		
12 Chicago & Lake Superior		
13 Chicago, Madison & Northern		
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonic		
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic		
18 Duluth, Short Line		
19 Duluth, Superior & Western		
20 Dunbar & Wausaukee		
21 Eastern Railway Co. of Minnesota		1,250,000 00
22 Fairchild & North Eastern		
23 Green Bay & Western	37,500 00	37,500 00
24 Hazelhurst & South Eastern	7,000 00	7,000 00
25 Iola & Northern		
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western		
28 Kickapoo Valley & Northern		
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior		
33 Marshfield & South Eastern		
34 Marinette, Tomahawk & Western		
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin		
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie		
39 Northern Pacific		4,600 00
40 Northwestern Coal R'y Co.		
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonic		
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River		
46 West Range		
47 Winona Bridge R'y Co.		
48 Wisconsin & Michigan		
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.		
51 Wisconsin Central Co.		
52 Hawthorn, Nebagamon & Superior		
53 St. Paul & Duluth		

Income Account.

Income account June 30, 1899—Continued.

NET INCOME FROM OPERATION JUNE 30, 1899.		DEFICIT JUNE 30, 1899.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$4,067 34	\$4,067 34	\$5,857 23	\$5,857 23	1
				2
				3
		79,307 20	79,307 20	4
				5
				6
2,987,136 59	7,575,086 83			7
2,403,414 25	7,518,377 28			8
114,219 91	2,489,337 73			9
137,676 88			98,275 76	10
	556,618 83	86,649 51		11
2,885 21	2,885 21	1,184 47	1,184 47	12
	228,298 63	159,371 20		13
				14
7,104 35	7,104 35			15
220 71	220 71			16
		103,630 86	248,450 62	17
				18
		10,193 56	10,193 56	19
				20
	1,294,952 26			21
15,436 45	15,436 45			22
61,467 52	61,460 52			23
5,024 94	5,024 94			24
1,356 54	1,356 54			25
				26
12,956 58	12,956 58			27
		60,122 71	60,122 71	28
				29
				30
		1,946 09	1,946 09	31
		16,363 25	16,363 25	32
5,726 93	5,726 93			33
				34
1,973 86	1,973 86			35
				36
	375,057 25			37
	5,633,282 59			38
		79 87	79 87	39
				40
		1,183 60	1,183 60	41
				42
				43
				44
				45
117 62	5,617 44			46
8,573 00			22,111 87	47
				48
132,803 96	132,803 96			49
634,417 64	444,217 09			50
				51
	453,680 38	5,657 63		52
				53

Passenger Earnings.

Passenger earnings in Wisconsin, year ending June 30, 1899.

Name of Company.	For sale of tickets.	Mail.	Express.
1 Abbotsford & Northeastern	\$1,033 55	\$860 48	\$136 30
2 Ahnapee & Western	14,619 67	2,553 80	1,507 62
3 Ashland Siskiwit			
4 Big Falls R'y Co.	314 30	120 18	
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	1,862 95	67 25	
7 Chicago, Milwaukee & St. Paul	2,244,658 81	451,882 18	238,042 68
8 Chicago & Northwestern	2,622,248 09	287,562 81	182,814 33
9 Chicago, St. Paul, Minneapolis & Omaha	810,543 92	85,854 50	
10 Chicago, Burlington & Northern	240,773 64	30,031 45	14,086 80
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior	1,007 45	172 41	
13 Chicago, Madison & Northern	29,738 67	6,738 87	4,596 06
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonic	415 08		
16 Drummond & Southwestern			
17 Duluth, South Shore & Atlantic	54,151 20	8,160 24	5,263 17
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee	884 50		
21 Eastern Railway Co. of Minnesota	32,972 82	1,317 49	818 95
22 Fairchild & North Eastern	1,395 25	128 33	31 89
23 Green Bay & Western	85,834 62	20,031 95	3,576 96
24 Hazelhurst & South Eastern	517 24		92 19
25 Iola & Northern	804 18	223 54	16 07
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	16,010 38	2,596 97	600 00
28 Kickapoo Valley & Northern	5,950 70	2,138 26	573 41
29 Lake Superior T. & T. R'y Co.			
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	2,268 30	806 72	169 55
33 Marshfield & South Eastern	5,964 59		454 75
34 Marinette, Tomahawk & Western	3,659 20	150 00	302 22
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	2,617 72	469 48	470 33
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	147,225 08	34,690 52	13,649 03
39 Northern Pacific	87,300 84	6,127 56	5,847 86
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonic	1,406 19	342 32	33 72
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	3,421 59		
46 West Range			
47 Winona Bridge R'y Co.	2,513 39		
48 Wisconsin & Michigan	9,913 79	839 00	122 66
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.	529,676 43	49,261 58	49,518 75
51 Wisconsin Central Co.	306,377 96	30,085 62	35,810 33
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth	3,276 77	614 66	151 20

Passenger Earnings.

Passenger earnings in Wisconsin, year ending June 30, 1899—Continued.

News.	Extra baggage and storage.	Sleeping and parlor cars.	Miscellaneous.	Total passen- ger earnings.	No.
				\$1,831 02	1
	\$362 22			19,043 31	2
					3
				434 48	4
					5
				2,030 20	6
\$4,549 72	51,213 00	\$97,193 17	\$31,407 11	3,118,956 67	7
	53,439 42		6,147 29	3,152 211 94	8
	67,681 75		20,948 37	985,028 54	9
	4,160 86			289,052 75	10
					11
	58 57		7 25	1,245 68	12
	500 70		280 83	41,855 07	13
					14
				415 08	15
					16
	387 51			67,962 12	17
					18
					19
				884 50	20
	251 00		2,045 34	37,406 60	21
	29 11			1,584 58	22
	1,330 64			110,774 17	23
	3 90			613 33	24
				1,043 79	25
					26
	231 15			19,438 50	27
				8,662 37	28
	163 70		125 00	288 70	29
					30
					31
	11 13		90 38	3,346 09	32
				6,419 34	33
				4,111 42	34
					35
				3,577 53	36
					37
	2,663 11	8,421 42		206,649 16	38
	1,778 66		327 66	101,382 58	39
					40
					41
					42
	25 03			1,807 26	43
					44
				3,421 59	45
					46
				2,513 39	47
	27 78			10,903 23	48
					49
	7,148 03		5,904 33	641,909 12	50
	3,813 62		11,091 37	887,188 90	51
					52
	122 34	571 00		4,180 78	53

Passenger Earnings.

Passenger earnings, whole line, year ending June 30, 1899.

Name of Company.	For sale of tickets.	Mail.	Express
1 Abbotsford & Northeastern	\$1,033 55		\$660 48
2 Ahnapee & Western	14,619 67	\$2,553 80	1,507 62
3 Ashland Siskiwi			
4 Big Falls R'y Co.	314 30	120 18	
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	1,962 95	67 25	
7 Chicago, Milwaukee & St. Paul	6,778,921 20	1,215,139 80	720,000 00
8 Chicago & Northwestern	8,202,984 87	899,556 01	571,881 07
9 Chicago, St. Paul, Minneapolis & Omaha	2,126,987 78	216,325 71	161,223 56
10 Chicago, Burlington & Northern	385,751 06	48,512 85	23,400 00
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior	1,007 45	172 41	53 57
13 Chicago Madison & Northern	233,795 62	36 084 71	34,800 00
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonie	415 06		
16 Drummond & South Western			
17 Duluth, South Shore & Atlantic	538,766 82	52,889 04	43,373 89
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee	684 50		
21 Eastern Railway Co. of Minnesota	321,737 84	13,674 96	9,517 40
22 Fairchild & Northeastern	1,395 25	128 33	31 89
23 Green Bay & Western	85,834 62	20,031 95	3,576 96
24 Hazelhurst & South Eastern	517 24		92 19
25 Iola & Northern	804 18	223 54	16 07
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	16,010 38	2,596 97	600 00
28 Kickapoo Valley & Northern	5,950 70	2,138 26	573 41
29 Lake Superior T. & T. R'y Co.			
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	2,268 30	806 72	169 56
33 Marshfield & South Eastern	5,964 59		454 75
34 Marinette, Tomahawk & Western	3,659 20	150 00	302 22
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	2,617 72	489 48	470 33
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	621,792 95	177,193 96	58,430 14
39 Northern Pacific	4,867,721 49	657,033 90	413,730 24
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie	1,406 19	342 32	33 72
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	3,721 59		
46 West Range			
47 Winona Bridge R'y Co.	4,794 07		
48 Wisconsin & Michigan	14,313 45	1,499 00	218 99
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.	529,676 43	49,261 58	49,518 75
51 Wisconsin Central Co.	501,672 30	43,811 78	54,481 25
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth	353,210 41	25,557 13	22,500 00

Passenger Earnings.

Passenger earnings, whole line, year ending June 30, 1899—Continued.

News.	Extra baggage and storage.	Sleeping and parlor cars.	Miscellaneous.	Total passenger earnings.	No.
.....	\$136 99	.....	.....	\$1,831 02	1
.....	362 22	.....	.....	19,043 31	2
.....	.....	.....	.....	.....	3
.....	.....	.....	.....	434 48	4
.....	.....	.....	.....	.....	5
.....	.....	.....	.....	2,030 20	6
\$13,016 62	155,597 86	\$246,225 17	\$175,339 79	9,304,240 44	7
.....	167,160 59	.....	19,230 00	9,860,771 54	8
.....	52,665 60	.....	.....	2,557 202 65	9
.....	6,662 41	.....	482 30	464,808 62	10
.....	7 25	.....	.....	1,245 68	11
.....	4,666 83	.....	88,063 22	397,410 38	12
.....	.....	.....	.....	415 08	13
.....	.....	.....	.....	.....	14
.....	.....	.....	8,444 26	643,474 01	15
.....	.....	.....	.....	.....	16
.....	.....	.....	.....	684 50	17
.....	2,440 25	.....	15,389 63	362,760 13	18
.....	29 11	.....	.....	1,584 58	19
.....	1,330 64	.....	.....	110,774 17	20
.....	3 90	.....	.....	613 33	21
.....	.....	.....	.....	1,043 79	22
.....	.....	.....	.....	.....	23
.....	231 15	.....	.....	19,438 50	24
.....	.....	.....	.....	8,662 37	25
.....	163 70	.....	125 00	288 70	26
.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	28
.....	11 13	.....	90 38	3,346 09	29
.....	.....	.....	.....	6,419 34	30
.....	.....	.....	.....	4,111 42	31
.....	.....	.....	.....	.....	32
.....	.....	.....	.....	3,577 53	33
.....	.....	.....	.....	.....	34
.....	11,599 24	.....	24,024 23	893,040 52	35
.....	103,310 81	.....	79,323 30	6,121,119 74	36
.....	.....	.....	.....	.....	37
.....	25 03	.....	.....	1,807 26	38
.....	.....	.....	.....	.....	39
.....	.....	.....	.....	3,721 59	40
.....	.....	.....	.....	.....	41
.....	55 96	.....	.....	4,794 07	42
.....	.....	.....	.....	16,087 39	43
.....	7,448 03	.....	5,904 33	641,809 12	44
.....	5,053 92	.....	56,540 63	661,559 88	45
.....	.....	.....	.....	.....	46
.....	5,665 94	22,883 50	6,609 62	436,426 60	47
.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	53

Freight Earnings.

Freight earnings and total passenger and freight earnings, Wisconsin—year ending June 30, 1899.

Name of Company	Freight earnings.	Stock yards.
1 Abbotsford & Northeastern	\$16,566 50	
2 Ahnapee & Western	15,184 87	
3 Ashland & Siskiwit		
4 Big Falls R'y Co.	7,612 73	
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	983 81	
7 Chicago, Milwaukee & St. Paul	8,737,196 93	\$40,877 74
8 Chicago & Northwestern	9,287,377 29	
9 Chicago, St. Paul, Minneapolis & Omaha	2,650,612 87	
10 Chicago, Burlington & Northern	968,592 26	
11 Chicago, Lake Shore & Eastern		
12 Chicago & Lake Superior	2,036 53	
13 Chicago, Madison & Northern	56,237 70	
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonie	27,907 26	
16 Drummond & South Western	15,948 18	
17 Duluth, South Shore & Atlantic	144,997 71	
18 Duluth Short Line		
19 Duluth, Superior & Western	116,021 96	
20 Dunbar & Wausaukee	26,618 89	
21 Eastern Railway Co. of Minnesota	454,669 38	
22 Fairchild & Northeastern	30,566 94	
23 Green Bay & Western	341,317 76	
24 Hazelhurst & South Eastern	17,764 61	
25 Iola & Northern	5,640 31	
26 Glenwood & Northeastern	1 85	
27 Kewaunee, Green Bay & Western	52,253 85	
28 Kickapoo valley & Northern	26,503 31	
29 Lake Superior Terminal & Transfer R'y Co.	5,603 95	
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior	31,395 62	
33 Marshfield & South Eastern	31,283 73	
34 Marinette, Tomahawk & Western	29,840 55	
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin	21,422 21	
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	1,161,942 74	
39 Northern Pacific	241,096 80	
40 Northwestern Coal R'y Co.	27,482 69	
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonie	10,380 53	
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River	53 136 36	
46 West Range		
47 Winona Bridge R'y Co.	7,832 92	
48 Wisconsin & Michigan	73,250 70	
49 Whitcomb & Morris	8,331 55	
50 Wisconsin Central R. R. Co.	1,918,043 56	
51 Wisconsin Central Co.	1,199,183 35	
52 Hawthorn, Nebasamon & Superior	270 44	
53 St. Paul & Duluth	20,356 37	

Freight Earnings.

Freight earnings and total passenger and freight earnings, Wisconsin—year ending June 30, 1899—Continued.

Elevators	Other items.	Total freight earnings.	Total passenger and freight earnings.	No.
		\$16,566 50	\$18,397 52	1
		15,184 37	34,227 68	2
		7,612 73	8,047 21	3
		1,025 28	3,055 48	4
\$41 47		8,785,613 84	11,904,570 51	5
7,539 17		9,298,801 50	12,451,013 44	6
	\$11,424 21	2,652,938 07	3,637,966 61	7
	2,325 20	968,592 26	1,257,645 01	8
		2,036 53	3,282 21	9
		56,237 70	98,092 77	10
		27,907 26	28,322 34	11
		15,948 18	15,948 18	12
	423 50	145,421 21	213,388 33	13
		116,021 96	116,021 96	14
		26,618 89	26,618 89	15
	130 60	454,799 98	492,205 58	16
		30,566 84	32,151 52	17
	2,401 09	343,718 85	454,493 02	18
		17,764 61	18,377 94	19
		5,640 31	6,684 10	20
		185 00	185 00	21
	436 98	52,690 83	72,129 33	22
		26,503 31	35,165 68	23
		5,603 95	5,892 65	24
		31,395 62	33,663 92	25
	121 50	31,405 23	37,824 57	26
		29,840 55	33,951 97	27
		21,422 21	24,999 74	28
		1,162,711 66	1,369,360 82	29
	768 92	241,957 29	343,339 87	30
	860 49	27,482 69	27,482 69	31
		10,380 53	12,187 79	32
		53,136 36	56,857 96	33
		7,832 92	10,346 31	34
		73,250 70	84,153 93	35
		3,331 55	3,331 55	36
	25,352 35	1,943,395 91	2,585,205 03	37
	3,645 50	1,202,828 85	1,590,017 75	38
		270 44	270 44	39
		20,356 37	24,587 06	40

Freight Earnings.

Freight earnings and total passenger and freight earnings, whole line—year ending June 30, 1899.

Name of Company.	Freight earnings.	Stock yards.
1 Abbotsford & Northeastern	\$16,566 50	
2 Ahnapee & Western	15,184 37	
3 Ashland Siskiwi		
4 Big Falls R'y Co.	7,612 73	
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y	983 81	
7 Chicago, Milwaukee & St. Paul	28,778,222 43	\$40,877 74
8 Chicago & Northwestern	29,062,838 84	
9 Chicago, St. Paul, Minneapolis & Omaha	7,827,558 97	
10 Chicago, Burlington & Northern	1,517,709 06	
11 Chicago, Lake Shore & Eastern	1,516,219 89	
12 Chicago & Lake Superior	2,036 53	
13 Chicago, Madison & Northern	981,368 36	
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonee	27,907 26	
16 Drummond & South Western	15,948 19	
17 Duluth, South Shore & Atlantic	1,338,223 38	
18 Duluth Short Line		
19 Duluth, Superior & Western	116,021 96	
20 Dunbar & Wausaukee	26,618 89	
21 Eastern Railway Co. of Minnesota	2,666,548 92	
22 Fairchild & North Eastern	30,568 94	
23 Green Bay & Western	341,317 76	
24 Hazelhurst & South Eastern	17,764 61	
25 Iola & Northern	5,640 31	
26 Glenwood & Northeastern	185 00	
27 Kewaunee, Green Bay & Western	52,253 85	
28 Kickapoo Valley & Northern	28,503 31	
29 Lake Superior Terminal & Transfer R'y Co.	5,603 95	
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior	31,395 62	
33 Marshfield & South Eastern	31,283 73	
34 Marinette, Tomahawk & Western	29,840 55	
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin	21,422 21	
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	3,426,985 96	
39 Northern Pacific	19,162,419 32	
40 Northwestern Coal R'y Co.	27,482 69	
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonee	10,380 53	
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River	53,136 36	
46 West Range		
47 Winona Bridge R'y Co.	14,940 59	
48 Wisconsin & Michigan	97,306 80	
49 Whitcomb & Morris	3,331 55	
50 Wisconsin Central R. R. Co.	1,918,043 56	
51 Wisconsin Central Co.	1,199,183 35	
52 Hawthorn, Nebagamun & Superior	270 44	
53 St. Paul & Duluth	1,365,042 65	

Freight Earnings.

Freight earnings and total passenger and freight earnings, whole line—year ending June 30, 1899—Continued.

Elevators.	Other items.	Freight earnings.	Total passenger and freight earnings.	No.
		\$16,566 50	\$18,397 52	1
		15,184 37	34,227 68	2
		7,612 73	8,047 21	3
				4
	\$41 47	1,025 28	3,056 48	5
\$51,007 90		29,865,108 07	38,169,348 51	6
	35,737 28	29,088,576 12	39,949,347 66	7
	8,968 35	7,836,527 29	10,393,729 94	8
		1,517,709 06	1,982,517 68	9
		1,516,219 89	1,516,219 89	10
		2,036 53	3,282 21	11
	40 00	981,408 36	1,378,818 74	12
				13
		27,907 26	28,322 34	14
		15,948 19	15,948 19	15
7,873 49		1,346,096 87	1,989,570 88	16
				17
		116,021 96	116,021 96	18
		26,618 89	26,618 89	19
	956 68	2,667,506 60	3,090,265 73	20
		30,566 94	32,151 52	21
	2,401 09	343,718 85	454,493 02	22
		17,764 61	18,377 94	23
		5,640 31	6,684 10	24
		185 00	185 00	25
	436 98	52,690 83	72,129 33	26
		28,503 31	35,165 68	27
		5,603 95	5,892 65	28
				29
		31,395 62	33,663 92	30
	121 50	31,405 23	37,824 57	31
		29,840 55	33,951 97	32
				33
		21,422 21	24,999 74	34
				35
	2,200 57	3,429,186 53	4,322,227 05	36
	30,987 25	19,192,406 67	25,314,522 41	37
		27,482 69	27,482 69	38
				39
		10,380 53	12,187 79	40
				41
		53,136 36	56,857 95	42
				43
		34,940 59	19,734 66	44
		97,306 80	113,393 19	45
		3,331 55	3,331 55	46
25,352 35		1,943,395 91	2,545,205 03	47
	3,645 50	1,202,828 85	1,590,017 75	48
		270 44	270 44	49
		1,365,042 65	1,801,469 25	50
				51
				52
				53

Other Earnings.

Earnings from operation other than passenger and freight, in Wisconsin, year ending June 30, 1898..

Name of Company.	Car mileage, balance.	Switching charges, balance.	Telegraph companies.
1 Abbotsford & Northeastern			
2 Ahnapee & Western			
3 Ashland Siskiwiw			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y			
7 Chicago, Milwaukee & St. Paul			\$9,458 13
8 Chicago & Northwestern			
9 Chicago, St. Paul, Minneapolis & Omaha		\$663 69	
10 Chicago, Burlington & Northern			1,600 00
11 Chicago, Lake Shore & Eastern		53,112 50	
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern			
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomone			
16 Drummond & South Western			
17 Duluth, South Shore & Atlantic			86 42
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota		14,480 72	
22 Fairchild & North Eastern	\$343 18	30 00	
23 Green Bay & Western			
24 Hazelhurst & South Eastern			
25 Iola & Northern	22 28		
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western			
28 Kickapoo Valley & Northern			
29 Lake Superior Term. & Transfer R'y Co.	136 81		
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	171 00		
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	15 46		40 05
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin			
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie			4,295 28
39 Northern Pacific		60,537 39	2,544 81
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomone			
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan			
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			121 32
51 Wisconsin Central Co.			
52 Hawthorn, Nebagamom & Superior			
53 St. Paul & Duluth			

Other Earnings.

Earnings from operation other than passenger and freight, in Wisconsin, year ending June 30, 1899—Continued.

Rent from tracks, yard: and terminals.	Other rentals.	Other sources.	Total gross earn- ings from oper- ation.	No.
	\$1,642 86		\$20,040 38	1
			34,227 68	2
				3
			8,047 21	4
				5
	19 00		3,074 48	6
	56,663 64		11,970,692 28	7
	10,447 34	\$18,434 29	12,484,772 56	8
	7,134 44		3,645,764 74	9
\$3,772 68	1,173 10		1,265,394 54	10
	11,911 50		65,024 00	11
			3,282 21	12
	40 00		98,132 77	13
				14
			28,322 34	15
262 50	70 68	4 00	15,948 19	16
			213,806 93	17
				18
			116,021 96	19
13,766 70	518 05		27,303 39	20
		373 18	520,971 05	21
			31,778 34	22
			454,493 02	23
			18,377 94	24
			6,706 38	25
			185 00	26
		1,059 46	72,129 33	27
	818 70		36,225 14	28
			58,691 25	29
				30
	96 00	267 00	35,008 71	31
			37,824 57	32
	1,170 22		35,177 70	33
				34
			24,999 74	35
				36
		1,078 83	1,374,673 93	37
9,260 80			417,840 47	38
8,526 00			36,008 69	39
				40
			12,187 79	41
				42
			56,857 95	43
				44
			10,346 31	45
	3,471 47		87,625 40	46
			3,331 55	47
2,855 38			2,588,211 73	48
842 12	1,099 44		1,592,509 81	49
			270 44	50
			24,537 05	51
				52
				53

Other Earnings.

Earnings from operations other than passenger and freight—whole line—year ending June 30, 1899.

Name of Company.	Car mileage, balance.	Switching charges, balance.	Telegraph companies.
1 Abbotsford & Northeastern			
2 Ahnapee & Western			
3 Ashland Siskiwi			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y			
7 Chicago, Milwaukee & St. Paul			\$32,694 47
8 Chicago & Northwestern			
9 Chicago, St. Paul, Minneapolis & Omaha	\$43,359 70		
10 Chicago, Burlington & Northern		\$2,019 00	6,453 31
11 Chicago, Lake Shore & Eastern	309,135 15	386,155 23	
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern		4,222 23	
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonee			
16 Drummond & South Western			1,229 53
17 Duluth, South Shore & Atlantic			
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern R'y Co. of Minnesota		15,592 72	3,223 41
22 Fairchild & North Eastern	343 18	30 00	
23 Green Bay & Western			
24 Hazelhurst & South Eastern			
25 Iola & Northern	22 28		
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western			
28 Kickapoo Valley & Northern			
29 Lake Sup. Terminal & Transfer R'y Co.	136 81		
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	171 00		
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	15 46		40 05
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin			
37 Minneapolis, St. Paul & Ashland			25,966 63
38 Minneapolis, St. Paul & Sault Ste. Marie			51,644 81
39 Northern Pacific		275,746 52	
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonee			
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan			
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			121 32
51 Wisconsin Central Co.			
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth			

Other Earnings.

Earnings from operations other than passenger and freight—whole line—year ending June 30, 1899—Continued.

Rents from tracks, yards and terminals	Other rentals.	Other sources.	Total gross earnings from operation.	No.
	\$1,642 86		\$20,040 38	1
			34,227 68	2
			8,047 21	3
				4
	19 00		3,094 48	5
	108,589 51		38,310,632 49	6
\$32,681 43	58,291 93	\$14,632 17	39,054,953 19	7
25,209 15	14,193 19		10,476,496 98	8
7,663 56	2,371 01	2,376 81	2,093,406 37	9
		33,854 31	2,245,761 58	10
			3,282 21	11
	1,537 24		1,384,578 21	12
				13
			29,322 34	14
			15,949 19	15
3,430 90	857 55	12,635 64	2,007,724 55	16
				17
			116,021 96	18
			27,303 39	19
13,765 70	1,719 87	399 97	3,064,968 40	20
		373 18	31,778 34	21
			454,493 02	22
			18,377 94	23
			6,706 33	24
			155 00	25
			72,129 33	26
			36,225 14	27
	818 70		58,691 25	28
				29
				30
	96 00	267 00	35,008 71	31
	1,170 22		37,825 57	32
			35,177 70	33
				34
			24,999 74	35
				36
		291 26	4,849,585 04	37
230,669 35	85,644 12	23,635 59	26,081,886 81	38
8,526 00			36,008 69	39
				40
				41
			12,187 79	42
				43
			56,857 95	44
				45
			10,346 31	46
		6,727 66	120,121 85	47
			3,331 55	48
2,555 38			2,538,211 78	49
7,933 24	2,642 83		2,525,339 61	50
			270 44	51
3,767 65		860 88	1,806,097 78	52
				53

Gross Earnings.

Recapitulation of earnings, year ending June 30, 1899.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings.	Total gross.
1 Abbotsford & Northeastern	\$1,033 55	\$14,702 31	\$1,642 86	\$20,040 33
2 Ahnapee & Western	14,619 67	15,184 37	34,227 68	34,227 68
3 Ashland Stskwit				
4 Big Falls R'y Co.	314 30	7,612 73		3,047 21
5 Bayfield Harbor & G. W.	1,962 95	983 81		3,074 43
6 Bayfield Transfer R'y			19 00	
7 Chicago, Milwaukee & St. P.	3,118,956 67	18,785,673 84	66,121 77	11,970,692 23
8 Chicago & Northwestern	3,152,211 94	9,298,801 50	33,759 12	12,484,772 56
9 Chicago, St. P., M. & O.	985,028 54	2,652,936 07	7,798 13	3,645,764 74
10 Chicago, Burlington & Nor.	289,062 75	968,592 26	7,749 53	1,265,394 54
11 Chicago, L. S. & Eastern			65,024 00	65,024 00
12 Chicago & Lake Superior	1,245 68	2,036 53		3,282 21
13 Chicago, Madison & North'n	41,855 07	56,237 70	40 00	98,132 77
14 Chicago, Wis. & Minn.				
15 Chippewa Riv. & Menomone	415 08	27,907 26		28,322 34
16 Drummond & South Western		15,948 19		15,948 19
17 Duluth, So. Shore & Atlantic	67,962 12	145,421 21	423 60	213,806 93
18 Duluth Short Line				
19 Duluth, Superior & Western		116,021 96		116,021 96
20 Dunbar & Wausaukee	684 50	26,618 89		27,303 39
21 Eastern R'y Co. of Minn.	37,405 60	454,799 98	28,765 47	520,971 06
22 Fairchild & North Eastern	1,584 58	30,566 94	373 18	31,778 34
23 Green Bay & Western	110,774 17	343,718 85		454,493 02
24 Hazelhurst & South Eastern	613 33	17,764 61		18,377 94
25 Iola & Northern	1,043 79	5,640 31	22 28	6,706 38
26 Glenwood & Northeastern		185 00		185 00
27 Kewaunee, Green Bay & W.	19,438 50	52,690 83		72,129 33
28 Kickapoo Valley & North'n	8,662 37	26,503 31	1,059 46	36,225 14
29 Lake Sup. T. & T. R'y Co.	288 70	5,603 95	955 51	6,848 16
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior	3,346 09	31,395 62	267 00	35,008 71
33 Marshfield & South Eastern	6,419 34	31,405 23		37,824 57
34 Marinette, Tomahawk & W.	4,111 42	20,840 55	1,225 73	36,177 70
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	3,577 53	21,422 21		24,999 74
37 Minneapolis, St. P. & Ashl'd				
38 Minn., St. P. & S. Ste. M.	206,649 16	1,162,711 66	5,313 11	1,374,673 93
39 Northern Pacific	101,382 58	241,957 29	74,500 60	417,840 47
40 Northwestern Coal R'y Co.		27,482 69	8,526 00	36,008 69
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice L., Dallas & Menomone	1,807 26	10,380 53		12,187 79
44 St. Cloud, Grantsburg & A.				
45 Washb'n, Bayfield & Iron R.	3,721 59	53,136 36		56,857 95
46 West Range				
47 Winona Bridge R'y Co.	2,513 39	7,832 92		10,346 31
48 Wisconsin & Michigan	10,903 23	73,250 70	3,471 47	87,625 40
49 Whitcomb & Morris		3,331 55		3,331 55
50 Wisconsin Cen. R. R. Co.	641,800 12	1,943,395 91	3,006 70	2,588,211 73
51 Wisconsin Central Co.	387,188 90	1,202,828 85	2,492 06	1,592,509 81
52 Hawth'n, Nebag'm'n & Sup.		270 44		270 44
53 St. Paul & Duluth	4,180 78	20,356 87		24,537 05

Gross Earnings.

Recapitulation of earnings, year ending June 30, 1899—Continued.

Passenger earnings.	Freight earnings.	Other earnings.	Total gross earnings.	No.
\$1,033 55	\$16,702 31	\$1,642 86	\$20,040 38	1
14,619 67	15,184 37		34,227 68	2
314 30	7,612 73		8,047 21	3
1,962 95	983 81		3,074 48	4
9,204,240 44	28,865,108 07	141,282 98	38,310,632 49	5
9,850,771 54	29,088,576 12	105,605 53	39,054,953 19	6
2,557,202 85	7,886,527 29	82,767 04	10,476,496 98	7
464,808 62	1,517,709 06	20,888 69	2,003,406 37	8
1,245 68	1,516,219 89	729,144 69	2,245,364 58	9
397,410 38	2,036 53		3,282 21	10
	981,408 36	5,759 47	1,384,578 21	11
415 08	27,907 26		28,322 34	12
	15,948 19		15,948 19	13
643,474 01	1,346,096 87	18,153 67	2,007,724 55	14
	116,021 96		116,021 96	15
684 50	26,618 89		27,303 39	16
362,760 13	2,667,506 60	34,702 67	3,064,968 40	17
1,584 58	30,566 94	373 18	31,778 34	18
110,774 17	343,718 85		454,493 02	19
613 33	17,764 61		18,377 94	20
1,043 79	5,640 31	22 28	6,706 38	21
	185 00		185 00	22
19,438 50	52,690 83		72,129 33	23
8,662 37	26,593 31	1,059 46	36,225 14	24
288 70	5,603 95	955 51	6,848 16	25
				26
3,346 09	31,395 62	267 00	35,008 71	27
6,419 34	31,405 23		37,824 57	28
4,111 42	29,840 55	1,225 73	35,177 70	29
				30
3,577 53	21,422 21		24,999 74	31
				32
893,040 52	3,429,186 53	26,357 99	4,348,585 04	33
6,127,118 74	19,193,406 67	717,340 40	26,031,866 81	34
	27,482 69	8,526 00	36,008 69	35
				36
1,807 26	10,380 53		12,187 79	37
				38
3,721 59	53,136 36		56,857 95	39
				40
4,794 07	14,940 59		19,734 66	41
16,087 39	97,305 80	6,727 66	120,121 85	42
	3,331 55		3,331 55	43
641,806 12	1,943,395 91	3,006 70	2,588,211 73	44
661,559 88	1,853,200 61	10,579 12	2,525,339 61	45
	270 44		270 44	46
436,426 60	1,365,042 65	4,628 53	1,806,097 78	47

Bonds.

Bonds owned June 30, 1899—Wisconsin.

Name of Company.	Total par value.	Rate.	Income or dividend received.	Valuation.
Chicago, Milwaukee & St. Paul.....	\$2,410,447 50		\$7,431 01	\$2,409,971 11
Chicago & Northwestern	965,351 94	4%	281 31	
C., St. P., Minneapolis & Omaha.....	50,000 00			50,000 00
Chicago, Burlington & Northern.....			1,005 84	
Chicago, Wisconsin & Minnesota.....				
Eastern R'y Co. of Minnesota.....				
Minn., St. P. & Sault Ste. Marie.....				
Northern Pacific.....				
Wisconsin Central R. R. Co.	3,000 00		3,000 00	3,000 00
Wisconsin Central Co.	2,247,558 51		425,580 88	490,905 00
Hawthorn, Nebagamon & Superior.....				

Bonds owned June 30, 1899—Whole line.

Name of Company.	Total par value.	Rate.	Income or dividend received.	Valuation.
Chicago, Milwaukee & St. Paul.....	\$8,987,500 00		\$29,193 39	\$8,985,723 75
Chicago & Northwestern	2,707,000 00	4%	880 00	
C., St. P., Minneapolis & Omaha.....	2,258,000 00		5,650 00	2,258,000 00
Chicago, Burlington & Northern.....	153,000 00		50 00	127,300 00
Chicago, Wisconsin & Minnesota.....			1,809 88	
Eastern R'y Co. of Minnesota.....	1,325,000 00	6%	14,340 00	1,225,000 00
Minn., St. P. & Sault Ste. Marie.....	41,200 00			41,200 00
Northern Pacific.....	6,748,806 00	4%	110,368 33	4,044,727 30
Wisconsin Central R. R. Co.	3,000 00			3,000 00
Wisconsin Central Co.	9,350,000 00		428,038 19	586,564 00
Hawthorn, Nebagamon & Superior.....	1,000 00		70 00	1,000 00

Stocks.

Stocks owned June 30, 1899—Wisconsin.

Name of Company.	Total par value.	Rate.	Income or dividends received.	Valuation.
Bayfield Harbor & Gt. Western..]				
Bayfield Transfer R'y	\$1,324,600 00			\$1,324,600 00
Chicago, Milwaukee & St. Paul ..	3,071,635 60		732 99	120,017 02
Chicago & Northwestern	17,775,288 60		399,490 50	
C., St. P., Minneapolis & Omaha ..	15,700 00			15,300 00
Chicago, Burlington & Northern ..				
Chicago, Madison & Northern				
Duluth, South Shore & Atlantic..				
Eastern R'y Co. of Minnesota				
Green Bay & Western	433,900 00			154,610 00
M., St. P., & Sault Ste. Marie.....				
Northern Pacific				
Wisconsin Central R. R. Co.	11,993,287 00			392,157 17
Wisconsin Central Co.	84,614 90			2 00
St. Paul & Duluth				

Stocks owned June 30, 1899—Whole line.

Name of Company.	Total par value.	Rate.	Income or dividend received.	Valuation.
Bayfield Harbor & Gt. Western..]				
Bayfield Transfer R'y	\$1,324,600 00			\$1,324,600 00
Chicago, Milwaukee & St. Paul ..	11,452,780 00	6%	\$2,733 00	459,836 75
Chicago & Northwestern	55,604,782 61		1,249,689 00	
C., St. P., Minneapolis & Omaha ..	4,790,444 98		73,560 00	4,319,544 98
Chicago, Burlington & Northern..	184,550 00		2,625 00	51,250 00
Chicago, Madison & Northern				40,000 00
Duluth, South Shore & Atlantic..	464,063 66			634,563 70
Eastern R'y Co. of Minnesota	575,700 00		3,000 00	565,701 00
Green Bay & Western	433,900 00			154,610 00
M., St. P., & Sault Ste. Marie	301,850 00		2,625 00	301,850 00
Northern Pacific	9,297,050 00	4%	95,642 00	1,880,025 50
Wisconsin Central R. R. Co.	12,148,060 00			500,683 44
Wisconsin Central Co.	1,640,460 00		10,125 00	209,539 00
St. Paul & Duluth				

Rents.

Rents received from lease of tracks, yards and terminals—Wisconsin.

Name of Company.	Tracks.	Yards.	Terminals.	Total.
Chicago, Milwaukee & St. Paul.....				\$63,650 61
Chicago & Northwestern	\$4,053 89	\$6,393 44		10,447 33
C., St. P., Minneapolis & Omaha				
Chicago, Burlington & Northern				
Duluth, South Shore & Atlantic.....			262 50	262 50
Eastern R'y Co. of Minnesota				
Northern Pacific	9,260 80			9,260 80
Northwestern Coal R'y Co.	8,517 00		9 00	8,526 00
Wisconsin Central R. R. Co.	76 32		45 00	121 32
Wisconsin Central Co.	773 36		63 76	842 12
Hawthorn, Nebagamon & Superior ..				

Rents received from lease of tracks, yards and terminals—Whole line.

Name of Company.	Tracks.	Yards.	Terminals.	Total.
Chicago, Milwaukee & St. Paul				\$216,067 75
Chicago & Northwestern	\$12,681 43	\$20,000 00		32,681 43
C., St. P., Minneapolis & Omaha	22,564 80		2,644 35	25,209 15
Chicago, Burlington & Northern				7,668 56
Duluth, South Shore & Atlantic	100 00	68 40	3,262 50	3,430 90
Eastern R'y Co. of Minnesota			13,768 70	13,768 70
Northern Pacific				280,669 35
Northwestern Coal R'y Co.	8,517 00		9 00	8,526 00
Wisconsin Central R. R. Co.	76 32		45 00	121 32
Wisconsin Central Co.	7,867 48		63 76	7,936 24
Hawthorn, Nebagamon & Superior ..	3,617 65		150 00	3,767 65

Miscellaneous Income.

Miscellaneous income June 30, 1899—Wisconsin.

Name of Company.	Gross income.	Less expenses.	Net miscellaneous income.
Chicago, Milwaukee & St. Paul			\$22,925 59
Chicago & Northwestern	\$41,190 90	\$314 62	40,876 28
Chicago, St. Paul, Minneapolis & Omaha			52,405 57
Chicago, Burlington & Northern			6,028 10
Chicago, Wisconsin & Minnesota	2,915 53		2,915 53
Duluth, South Shore & Atlantic	28 00		28 00
Duluth, Superior & Western			23 27
Dunbar & Wausaukee	27,303 39	5,549 46	21,753 93
Eastern R'y Co. of Minnesota			
Milwaukee & Lake Winnebago	1,230 45	251 32	979 13
Milwaukee & Superior	729 58		729 58
Northern Pacific			
Northwestern Coal R'y Co.	151,696 10	111,935 37	39,760 73
Wisconsin Central R. R. Co.	4,540 72		4,540 72
Wisconsin Central Co.	1,000 00		1,000 00
St. Paul & Duluth			

Miscellaneous income June 30, 1899—Whole line.

Name of Company.	Gross income.	Less expense.	Net miscellaneous income.
Chicago, Milwaukee & St. Paul			\$35,479 46
Chicago & Northwestern	\$128,853 69	\$984 21	127,869 48
Chicago, St. Paul, Minneapolis & Omaha			80,034 55
Chicago, Burlington & Northern			10,046 84
Chicago, Wisconsin & Minnesota	5,246 12		5,246 12
Duluth, South Shore & Atlantic	5,905 88	624 61	5,281 27
Duluth, Superior & Western			23 27
Dunbar & Wausaukee	27,303 39	5,549 46	21,753 93
Eastern R'y Co. of Minnesota			233,604 45
Milwaukee & Lake Winnebago	1,230 45	251 32	979 13
Milwaukee & Superior	729 58		729 58
Northern Pacific	795,596 67		795,596 67
Northwestern Coal R'y Co.	151,696 10	111,935 37	39,760 73
Wisconsin Central R. R. Co.	4,540 72		4,540 72
Wisconsin Central Co.	4,002 19		4,002 19
St. Paul & Duluth	208,526 13	41,067 90	167,457 23

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899—Conducting transportation.

Name of Company.	Switching charges, balance.	Car mileage balance.	Loss and damages.
1 Abbotsford & Northeastern	\$154 72	\$123 50	\$60 09
2 Ahnapee & Western			123 11
3 Ashland Siskiwit			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y			
7 Chicago, Milwaukee & St. Paul	79,876 17	61,767 40	35,786 69
8 Chicago & Northwestern	63,807 07	78,408 07	49,805 55
9 Chicago, St. Paul, Minneapolis & Omaha	2,549 73		12,961 99
10 Chicago, Burlington & Northern	6,522 38	15,038 29	1,394 47
11 Chicago, Lake Shore & Eastern	270 00		
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern			
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonic			
16 Drummond & South Western			
17 Duluth, South Shore & Atlantic	565 81	377 52	162 46
18 Duluth Short Line			
19 Duluth, Superior & Western			526 99
20 Dunbar & Wausaukee			
21 *Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern			18 31
23 Green Bay & Western	4,963 31	6,518 04	2,259 59
24 Hazelhurst & South Eastern			20 35
25 Iola & Northern			20 35
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	238 49	1,853 79	68 72
28 Kickapoo Valley & Northern		996 16	265 03
29 Lake Superior Term. & Trans. R'y Co.		12 04	5 00
30 Mattoon Railway Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior		339 96	10 00
33 Marshfield & South Eastern		279 35	90 00
34 Marinette, Tomahawk and Western			
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin		18 38	178 67
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	3,469 54	12,246 54	4,580 38
39 Northern Pacific		886 39	208 47
40 Northwestern Coal R'y Co.			123 26
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie		33 64	6 90
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	375 00		
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan	2,791 69	2,159 17	287 77
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.	4,360 60	10,412 76	10,224 52
51 Wisconsin Central Co.	23,160 06	6,484 16	8,742 09
52 Hawthorn, Nebagamou & Superior			
53 St. Paul & Duluth	1 02	197 46	148 27

*Cannot give for Wisconsin.

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899 — Continued.

Injuries to persons.	Barges, floats, tugs, ferry boats, expenses of including wages, fuel and supplies.	Other expenses.	Total.	No.
.....	\$117 00	\$4,563 92	1
.....	1,622 64	9,951 01	2
.....	3
.....	4
.....	5
.....	73 70	3,420 52	6
\$48,654 92	173,163 26	3,240,736 25	7
112,177 19	\$1,123 01	102,947 76	4,055,902 03	8
17,357 78	68,361 18	1,206,293 24	9
3,513 61	26,173 91	387,549 23	10
30 00	75 08	25,708 55	11
.....	47 84	2,820 50	12
.....	3,562 90	51,203 89	13
.....	14
5 00	4,660 38	9,511 50	15
.....	107 01	3,968 73	16
509 99	3,212 78	72,511 46	17
.....	18
4,671 95	4,084 58	27,238 68	19
.....	713 46	5,549 46	20
.....	21
250 00	9,106 89	22
1,242 35	2,955 96	124,999 26	23
.....	61 15	9,666 80	24
.....	7 00	3,737 65	25
25 00	7,733 56	26
.....	960 92	19,228 34	27
.....	421 21	14,064 72	28
1,772 75	34,120 97	29
.....	30
.....	1,313 77	14,175 98	31
.....	8,362 87	32
.....	401 18	13,591 00	33
.....	34
.....	8,425 65	35
.....	36
4,045 60	49,990 00	362,381 98	37
2,363 62	18,141 30	104,375 94	38
.....	157 69	14,353 12	39
.....	40
80 00	873 82	5,578 59	41
.....	42
.....	953 72	29,654 17	43
.....	44
.....	919 07	45
52 60	85 59	22,662 64	46
.....	1,335 25	47
7,743 10	14,365 09	764,784 01	48
18,537 06	12,236 36	618,599 53	49
.....	50
158 45	4,046 68	9,613 20	51
.....	52
.....	53

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899 — Continued.

Name of Company.	Wages of engineers, firemen and roundhouse men.	Fuel for locomotives.	Water supply for locomotives.	All other supplies for locomotives.
1 Abbotsford & Northeastern	\$1,500 00	\$1,283 27	\$1 75	\$17 29
2 Ahnapee & Western	1,669 04	2,628 10		229 85
3 Ashland Slakiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.]				
6 Bayfield Transfer R'y ...]	1,842 25	828 49	33 00	71 06
7 C. M. & St. P.	671,193 77	684,259 77	22,141 76	25,694 96
8 Chicago & Northwestern	915,285 98	805,089 62	39,960 93	41,430 91
9 C. St. P. M. & O.	253,071 06	301,609 83	12,436 28	12,174 47
10 Chicago, Burlington & Nor.	81,196 95	68,459 82	4,344 10	2,608 54
11 Chicago, Lake Shore & E.	7,467 25	7,307 91	30 00	312 35
12 Chicago & Lake Superior	600 00	760 53		
13 Chicago, Madison & North'n	14,167 53	7,876 13	981 05	483 00
14 Chicago, Wis. & Minn.				
15 Chippewa Riv. & Menomomie	2,644 37	1,384 35		109 69
16 Drummond & S. W.	1,219 21	1,828 76		175 07
17 Duluth, S. S. & Atlantic..	15,530 27	16,530 15	1,086 22	610 69
18 Duluth Short Line				
19 Duluth, Superior & Western	1,424 14	2,322 16	221 00	74 55
20 Dunbar & Wausaukee	1,420 00	900 00		
21 *Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern	4,230 00	2,079 06		183 52
23 Green Bay & Western	28,819 47	35,173 61	1,390 81	1,280 63
24 Hazelhurst & South Eastern	3,115 24	4,166 48		195 94
25 Iola & Northern	937 87	1,141 50		48 68
26 Glenwood & Northeastern..	1,681 06	1,500 00		38 96
27 Kewaunee, Green Bay & W.	3,968 26	5,254 96	9 42	155 46
28 Kickapoo Valley & Northern	2,295 47	3,265 24	7 49	114 67
29 L. Superior T. & T. R'y Co.	6,945 71	5,777 34	274 79	516 31
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior	2,777 26	3,824 63	300 00	
33 Marshfield & South Eastern	2,364 39	1,826 90	138 23	
34 Marinette, Tomahawk & W.	5,043 90	4,119 51	100 00	497 11
35 Milwaukee & Wauwatosa...				
36 Minnesota & Wisconsin.	1,940 80	2,235 66	48 16	94 85
37 Minneapolis, St. P. & Ashl'd				
38 M. S. P. & S. Ste. Marie	73,088 73	74,425 28	4,423 07	4,048 29
39 Northern Pacific	14,551 92	21,827 78	1,814 88	1,632 29
40 Northwestern Coal R'y Co.	3,132 36	2,479 44	230 97	141 92
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice L. Dallas & Menomomie	1,303 51	845 87	108 00	31 04
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bayfield & I. R.	7,883 70	11,029 66	175 00	210 00
46 West Range				
47 Winona Bridge R'y Co.	498 05	49 15		
48 Wisconsin & Michigan	4,997 85	6,066 38	181 22	607 26
49 Whitecomb & Morris	1,106 00	175 00		54 25
50 Wis. Cen. R. R. Co.	170,909 73	193,224 16	8,993 97	5,534 27
51 Wisconsin Central Co.	120,929 42	135,976 20	6,940 04	3,897 47
52 Wausau, Neboam'n & Sup.				
53 St. Paul & Duluth	1,642 14	1,756 13	112 57	91 86

*Cannot give for Wisconsin.

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899 — Continued.

Wages of other trainmen.	All other train sup- plies.	Wages of switchmen, flagmen and watchmen.	Expenses of telegraph in- cluding train dispatchers and opera- tors.	Wages of station agents, clerks and laborers.	Station supplies.	No.
\$600 00	\$8 05			\$600 00	\$37 65	1
1,067 35	211 22	\$420 00	\$122 74	1,573 23	213 68	2
						3
						4
						5
528 00	44 03					6
532,973 00	65,119 33	221,829 80	153,664 59	417,521 81	47,084 12	7
660,353 22	108,825 41	310,686 59	174,853 36	540,328 63	49,818 73	8
187,807 37	32,843 09	67,894 53	51,828 47	166,156 83	18,240 69	9
63,415 57	21,720 28	28,423 02	18,812 25	44,943 50	3,983 04	10
	13 23	8,843 43		1,304 00	55 30	11
480 00		466 25		475 83		12
	10,806 13	1,016 09	2,318 84	7,945 53	745 46	13
						14
	263 81	438 90				15
629 39	9 29					16
11,137 32	2,006 80	4,672 63	3,329 71	12,363 30	665 76	17
						18
283 43		2,237 35	417 57	10,717 85	267 11	19
516 00						20
						21
1,656 00				690 00		22
18,873 17	1,579 97	6,778 94	2,279 58	19,288 76	1,553 67	23
1,428 11	92 94			606 84	10	24
870 00	25 59	366 00		361 30	19 36	25
4,483 54						26
3,083 76	353 77	702 53	306 50	2,714 65	79 09	27
2,169 29	169 61			4,063 97	326 58	28
		14,397 54	103 00	3,601 77	714 72	29
						30
2,705 94				2,904 42		31
1,964 00				1,700 00		32
2,170 62	2,165 85			992 83	200 00	33
						34
1,717 37		960 00		1,089 73	142 03	35
						36
64,961 00	16,532 03	3,503 72	17,711 20	56,767 21	4,081 25	37
10,971 26	2,570 09	9,871 26	5,487 48	13,010 44	2,093 26	38
		6,332 92			1,754 56	39
						40
						41
884 16	13 34	700 00	66 16	1,243 01	82 14	42
						43
6,589 83	50 00	300 00	697 26	1,350 00	35 00	44
						45
		371 87				46
3,410 60	282 96	55 21	159 80	1,781 50	143 04	47
						48
126,152 01	22,960 12	36,356 62	42,364 87	103,809 18	7,854 01	49
82,975 92	17,752 23	48,595 21	28,873 15	94,072 19	8,400 98	50
						51
1,120 67	346 39	663 56	274 26	1,320 35	104 50	52
						53

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899 — Maintenance of equipment.

Name of Company.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.
1 Abbotsford & Northeastern	\$56 53		\$30 82
2 Ahnapee & Western	898 15	372 03	75 00
3 Ashland Siskiwit			
4 Big Falls Railway Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	95 56	1 75	6 20
7 Chicago, Milwaukee & St. Paul	306,749 52	132,147 10	396,891 13
8 Chicago & Northwestern	604,844 88	178,423 71	656,412 76
9 Chicago, St. Paul, Minneapolis & Omaha	204,231 70	101,754 81	201,216 68
10 Chicago, Burlington & Northern	39,059 00	22,135 59	42,830 06
11 Chicago, Lake Shore & Eastern	2,741 19		3,135 22
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern	5,513 90	1,369 24	3,146 31
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonie	887 05		973 05
16 Drummond & South Western	398 09		592 23
17 Duluth, South Shore & Atlantic	5,314 83	2,447 29	8,141 84
18 Duluth Short Line			
19 Duluth, Superior & Western	401 68		130 40
20 Dunbar & Wausaukee			
21 *Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern	716 84	17 28	414 54
23 Green Bay & Western	40,529 25	16,165 61	9,863 87
24 Hazelhurst & South Eastern	270 26	34 00	1,439 00
25 Iola & Northern	921 89	167 21	27 09
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	1,249 63	398 30	482 65
28 Kickapoo Valley & Northern	3,534 31	98 45	304 37
29 Lake Superior Term. & Trans. R'y Co.	2,523 91		875 47
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior			
33 Marshfield & South Eastern	101 53		458 04
34 Marinette, Tomahawk & Western	3,501 00	688 34	391 45
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	40 14	1 60	15 26
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	44,848 01	14,578 66	88,152 79
39 Northern Pacific	7,850 72	3,010 35	10,722 83
40 Northwestern Coal R'y Co.	447 66		
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie	59 63	10 71	90
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	6,270 91	150 00	2,745 00
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan	4,743 39	677 00	4,399 84
49 Whitcomb & Morris	56 50		
50 Wisconsin Central R. R. Co.	78,511 95	31,742 66	81,009 09
51 Wisconsin Central Co.	55,146 51	26,437 48	56,585 99
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth	809 40	395 89	1,225 06

*Cannot give for Wisconsin.

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899—Continued.

Repairs and renewals of ferry boats, tugs, floats and barges.	Shop machinery, tools, etc.	Other expenses.	Total.	No.
.....	.....	\$31 18	\$118 53	1
.....	.....	297 97	1,643 15	2
.....	.....	.....	.....	3
.....	.....	.....	.....	4
.....	.....	.....	.....	5
.....	.....	.....	.....	6
.....	\$1 25	1 00	106 76	7
\$8,929 20	22,474 50	84,278 00	951,469 45	8
81 27	35,507 43	174,138 59	1,649,408 64	9
10,921 27	20,972 39	40,622 90	579,719 75	10
1,949 92	2,693 53	9,737 17	118,405 27	11
.....	.....	.....	5,875 41	12
.....	.....	.....	74 15	13
914 97	425 31	413 59	11,783 32	14
.....	.....	.....	.....	15
.....	.....	1,502 98	3,363 08	16
.....	396 48	.....	1,386 80	17
.....	556 49	2,170 18	18,630 63	18
.....	.....	.....	.....	19
.....	.....	.....	532 08	20
.....	.....	.....	2,000 00	21
.....	.....	.....	.....	22
.....	.....	.....	1,148 66	23
1,640 84	3,064 63	8,614 74	79,883 94	24
.....	.....	.....	1,743 26	25
.....	.....	.....	1,106 19	26
.....	.....	.....	717 87	27
.....	.....	600 00	2,730 53	28
.....	421 53	552 81	4,911 57	29
.....	.....	86 69	3,486 07	30
.....	.....	.....	.....	31
.....	.....	.....	2,289 53	32
.....	85 07	649 32	1,294 86	33
.....	93 97	.....	4,674 76	34
.....	.....	.....	.....	35
.....	.....	.....	57 00	36
.....	.....	.....	.....	37
.....	6,017 69	4,806 89	158,401 04	38
.....	428 99	.....	22,012 89	39
.....	.....	.....	447 66	40
.....	.....	.....	.....	41
.....	.....	.....	.....	42
.....	1 65	.....	72 89	43
.....	.....	.....	.....	44
.....	.....	1,399 63	10,665 54	45
.....	.....	.....	.....	46
.....	.....	.....	.....	47
.....	109 03	30 57	9,959 83	48
.....	78 40	.....	134 90	49
.....	5,229 74	5,023 97	201,517 41	50
.....	3,558 92	3,376 39	145,105 29	51
.....	.....	.....	.....	52
83 65	123 25	87 24	2,724 49	53

Operating Expenses.

Operating expenses, Wisconsin, June 30, 1899—Apportioned between passenger and freight traffic.

Name of Company.	Repairs of roadway.	Renewals of rails.	Renewals of ties.	Repairs of bridges and culverts.
1 Abbotsford & Northeastern.	\$1,886 28	\$733 28	\$1,078 92	\$12 33
2 Ahnapee & Western	4,233 64		1,709 73	212 57
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.]				
6 Bayfield Transfer R'y	511 63			9 00
7 Chicago, Milwaukee & St. P.	680,269 71	152,899 55	201,630 12	260,619 31
8 Chicago & Northwestern	834,863 84	96,094 25	146,897 28	168,579 23
9 C. St. P. M. & O.	439,683 88	31,653 12	77,964 74	133,462 84
10 Chicago, Burlington & N.	66,588 92	10,908 91	17,701 61	21,209 00
11 Chicago, Lake Shore & E.	3,868 97	183 42	584 45	
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n	17,494 01	83 03	5,610 41	16,323 18
14 Chicago, Wis. & Minn.				
15 Chippewa Riv. & Menomonie	5,265 66			
16 Drummond & S. W.	3,811 39	1,920 50		35 06
17 Duluth, So. Sh. & Atlantic	27,601 97		5,502 97	5,282 36
18 Duluth Short Line				
19 Duluth, Superior & Western	2,397 46	323 82	1,452 04	18,753 36
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern	4,083 68			
23 Green Bay & Western	52,609 35	37,997 84	17,863 26	
24 Hazelhurst & S. E.	966 65			
25 Iola & Northern	353 65		41 65	
26 Glenwood & Northeastern		600 00	434 53	
27 Kewaunee, Green Bay & W.	6,643 05		1,683 10	528 98
28 Kickapoo Valley & Northern	11,453 49	284 33	2,911 69	2,253 66
29 Lake Sup. T. & T. R'y Co.	3,221 25	12 05	692 59	339 20
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior				
33 Marshfield & South Eastern	206 07		587 21	390 01
34 Marinette, Tomahawk & W.	7,072 25			910 45
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	3,157 98		1,757 81	190 41
37 Minneapolis, St. P. & Ashl'd				
38 M. St. P. & S. Ste. Marie	95,521 25	884 98	31,940 37	30,914 52
39 Northern Pacific	29,395 74	1,764 03	7,886 11	3,783 36
40 Northwestern Coal R'y Co.	2,396 74			307 01
41 Oshkosh Transportation Co.				
42 Pockwaukee & Montello				
43 Rice Lake, Dallas & Menom.	1,387 86	148 25	486 71	
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bayfield & I. R.	26,472 25	3,838 85	412 06	
46 West Range				
47 Winona Bridge R'y Co.	5,545 92		231 78	
48 Wisconsin & Michigan	6,975 54	1,216 48		
49 Whitcomb & Morris	1,000 00		100 00	
50 Wis. Cen. R. R. Co.	149,442 47	26,447 96	35,504 36	44,972 16
51 Wisconsin Central Co.	96,689 65	17,365 53	23,397 36	26,643 23
52 Hawth'n, Nebagam'n & Sup.				
53 St. Paul & Duluth	1,836 96	12 55	382 40	313 83

Operating Expenses.

Operating expenses, Wisconsin, June 30, 1899—Continued.

Repairs of fences, road crossings, signs and cat- tle guards.	Repairs of buildings.	Repairs of docks and wharves.	Repairs of telegraphs.	Other expenses.	Total.	No.
.....	\$8 51	.....	.....	\$20 73	\$3,740 05	1
.....	.....	.....	.....	.....	6,155 94	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	5
.....	47 43	.....	.....	2 75	571 11	6
\$32,139 00	137,715 09	.....	\$10,934 54	567,369 05	2,053,567 37	7
55,213 69	180,003 98	\$21,621 51	6,386 34	6,546 57	1,516,206 65	8
12,363 43	72,510 04	3,800 19	6,930 39	309,040 00	778,673 03	9
3,023 56	13,991 15	.....	1,614 26	107 27	135,144 68	10
14 27	2,104 65	.....	45 00	9 78	6,443 70	11
.....	.....	.....	.....	.....	1,029 36	12
1,717 47	3,880 95	.....	199 93	176 20	45,487 18	13
.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	393 55	5,669 21	15
.....	.....	.....	.....	1,236 67	7,003 82	16
251 85	1,586 26	1,158 89	303 28	101 39	41,638 97	17
.....	.....	.....	.....	.....	.....	18
4 47	691 68	40,550 71	28 65	.....	64,202 19	19
.....	.....	.....	.....	.....	2,000 00	20
.....	.....	.....	.....	.....	4,083 68	21
426 41	11,269 64	87 69	665 88	.....	137,663 35	22
.....	14 35	.....	.....	.....	981 00	23
.....	.....	.....	.....	.....	395 30	24
77 40	.....	.....	.....	.....	1,111 93	25
78 53	134 76	430 19	15 98	.....	1,111 93	26
253 92	1,176 07	.....	.....	9 50	9,514 59	27
26 62	438 78	.....	.....	.....	18,348 68	28
.....	.....	.....	.....	.....	4,780 49	29
.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	3,837 71	31
72 67	12 38	.....	.....	5,220 90	6,478 24	32
.....	.....	.....	.....	.....	7,982 70	33
.....	.....	.....	.....	.....	.....	34
207 00	36 81	.....	63	25 02	5,375 66	35
.....	.....	.....	.....	.....	.....	36
1,651 95	16,252 48	873 80	2,025 18	.....	180,064 54	37
105 84	2,218 58	3,181 88	423 42	1,696 83	46,927 73	38
.....	79 52	.....	.....	.....	2,783 27	39
.....	.....	.....	.....	.....	.....	40
21 13	23 57	.....	.....	1 50	2,069 32	41
.....	.....	.....	.....	.....	.....	42
184 00	.....	.....	5 00	.....	30,912 16	43
.....	.....	.....	.....	.....	.....	44
3 24	1,017 36	.....	261 49	.....	5,777 70	45
.....	.....	.....	.....	.....	9,474 11	46
.....	.....	.....	.....	.....	1,100 00	47
5,581 10	22,779 68	2,068 05	5,132 06	9,135 18	301,103 00	48
3,066 71	17,349 42	1,412 30	4,174 44	5,064 29	195,167 93	49
.....	.....	.....	.....	.....	.....	50
50 77	493 12	38 65	39 77	4 69	3,172 74	51
.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	53

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899—General expenses.

Name of Company.	Salaries of officers.	Salaries of clerks.	General office expenses and supplies	Agencies, including salaries and rent.
1 Abbotsford & Northeastern.....	\$720 00		\$6 38	
2 Ahnapee & Western	1,200 00	\$12 00	25 00	
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & Gt. W'n]				
6 Bayfield Transfer R'y	466 66	73 00	193 59	
7 Chicago, Milwaukee & St. P.	71,064 85	60,600 13	13,423 54	91,897 62
8 Chicago & Northwestern	46,807 96	106,599 26	28,465 11	101,980 77
9 C., St. P., Minn. & Omaha	34,070 43	28,564 99	5,408 73	29,370 42
10 Chicago, Burlington & N'n	14,519 06	15,129 55	2,240 89	21,595 13
11 Chicago, L. Shore & East'n	1,061 73	1,061 54	72 96	
12 Chicago & L. Superior				
13 Chicago, Madison & North'n	1,112 61	1,445 07	522 53	2,928 86
14 Chicago, Wisconsin & Minn.				
15 Chippewa River & Menom.	1,600 00	274 60	154 37	
16 Drummond & South West'n		211 99	15 18	
17 Duluth, So. Shore & Atl'	2,501 04	2,946 62	296 69	1,891 57
18 Duluth Short Line				
19 Duluth, Sup. & Western	3,013 55	760 00	34 52	
20 Dunbar & Wausaukee				
21 East'n R'y Co. of Minnesota				
22 Fairchild & North East'n	1,000 00	155 00	26 50	
23 Green Bay & Western	10,200 00	5,820 00	653 64	1,681 06
24 Hazelhurst & So. Eastern				
25 Iola & Northern				
26 Glenwood & Northeastern				
27 Kewaunee, G. Bay & West'n	600 00			
28 Kickapoo Valley & North'n	18,800 00	1,800 00	225 78	
29 Lake Sup. T. & T. R'y Co.	3,060 00	1,860 00	7 50	
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior	1,380 00	226 00		
32 Marshfield & South Eastern	1,800 00		1,500 00	
34 Marinette, Tom. & Western	1,750 00		765 98	
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	1,800 00	915 00	690 54	
37 Minn., St. Paul & Ashl'd				
38 M., St. P., & Sault St. Marie	7,178 16	12,220 18	3,942 19	
39 Northern Pacific	3,401 22	2,972 44	582 78	3,868 99
40 Northwestern Coal R'y Co.	4,308 37	2,487 58	166 98	
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.	1,675 00			
44 St. Cloud, G'tsburg & Ashl'd				
45 Washb'n, Bayfield & L. Riv.	1,441 13	794 20	11 00	
46 West Range				
47 Winona Bridge R'y Co.	377 47	36 83		
48 Wisconsin & Michigan	3,065 07	1,644 82	148 45	123 84
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.	36,954 35	38,105 80	12,488 61	52,304 40
51 Wisconsin Central Co.	23,987 30	24,783 47	8,061 71	33,638 18
52 Hawthorn, Nebag. & Sup.				
53 St. Paul & Duluth	475 32	271 45	67 16	

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899—Continued.

Advertising.	Commissions.	Insurance.	Expenses of fast freight lines.	Expenses of traffic associations.	Expenses of stock yards and elevators.	No.
		\$26 25				1
						2
						3
						4
						5
\$25 70					\$12,407 19	6
18,090 41		28,371 92				7
34,791 78	\$127,618 95	750 07		\$21,506 21		8
3,874 60	5,998 66	4,268 38		9,629 08	35,923 08	9
3,368 24		5,773 92				10
						11
	242 65	670 10				12
		95 00				13
						14
252 69		377 94				15
		1,243 45				16
						17
						18
						19
						20
363 05		1,881 73				21
		97 63				22
		29 75				23
						24
15 65		423 60				25
		92 40				26
		147 50		39 75		27
						28
						29
						30
						31
		239 60				32
		104 68				33
						34
		185 50			100 70	35
						36
3,619 91		4,297 04				37
1,339 36	506 25	1,425 03		1,620 35	65	38
		1,013 63				39
						40
5 95						41
						42
4 00		228 22				43
						44
		31 45				45
28 38	121 77	307 06				46
						47
8,534 29		6,833 53				48
5,353 27		4,752 62				49
						50
		85 91				51
						52
						53

Operating Expenses.

Operating expenses, Wisconsin, year ending June 30, 1899—Continued.

Name of Company.	Rentals of tracks, yards and ter- minals.	Rentals not otherwise provided for.	Legal expenses.
1 Abbotsford & Northeastern			
2 Ahnapee & Western			\$296 75
3 Ashland Siskiwit			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y			
7 Chicago, Milwaukee & St. Paul	\$61,464 02	\$22,909 50	4,894 24
8 Chicago & Northwestern	27,291 95	4,873 68	53,919 33
9 Chicago, St. Paul, Minneapolis & Omaha	51,971 54	2,713 58	6,523 27
10 Chicago, Burlington & Northern	22,599 52		5,946 36
11 Chicago, Lake Shore & Eastern			1,016 28
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern			1,069 94
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonie			
16 Drummond & Southwestern			
17 Duluth, South Shore & Atlantic	14,042 56	531 24	1,331 58
18 Duluth Short Line			
19 Duluth, Superior & Western		196 00	10 00
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern			
23 Green Bay & Western	4,709 62		215 77
24 Hazelhurst & South Eastern	720 46		
25 Iola & Northern			54 45
26 Glenwood & Northeastern	773 36	2,363 26	
27 Kewaunee, Green Bay & Western		108 00	30 00
28 Kickapoo Valley & Northern			692 99
29 Lake Superior Ter. & Transfer R'y Co.	1,664 00	804 46	517 89
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior			
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western			
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	57 30		250 00
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie			3,946 50
39 Northern Pacific		185 88	3,355 48
40 Northwestern Coal R'y Co.			15 00
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie			20 75
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			2,592 90
46 West Range			
47 Winona Bridge R'y Co.		9 14	
48 Wisconsin & Michigan	5,388 04	260 40	366 07
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.	83,771 76	6,185 70	7,580 80
51 Wisconsin Central Co.	2,758 82	4,740 54	6,211 92
52 Hawthorn, Nebamamon & Superior			
53 St. Paul & Duluth			98 43

Operating Expenses.

. Operating expenses, Wisconsin, year ending June 30, 1899—Continued.

Stationery and printing.	Other general expenses.	Total.	Percentage of operating expenses to earnings.	Mileage upon which based.	No.
\$26 86	\$2 50	\$754 74	45.79	15.16	1
75 00	129 81	1,764 81		34	2
				21	3
					4
29 00		787 95	153.89	9.86	5
40,336 81	38,773 79	464,234 02	56.05	1,650.46	6
6,961 16	4,261 11	565,817 34	62.37	1,625.73	7
3,228 69	11,139 08	232,679 48	76.73	621.66	8
1,338 75	1,769 65	94,280 97	61.18	223.10	9
206 02	249 81	3,668 34	64.13	17.33	10
		145 67			11
1,536 93		10,094 81	123.68	91.31	12
					13
	407 73	2,531 70	74.37	24	14
	141 16	363 33			15
1,606 09	407 97	26,135 99	74.51	111.96	16
					17
103 25	90 00	5,459 77	83.97	6.16	18
			120.32	13.50	19
			43.02	38.15	20
189 67	521 49	1,887 66	50.50	27	21
2,314 61	3,567 61	21,412 09	82.28	225	22
31 85	2 50	852 44	72	17	23
3 00		87 20	79.42	4.70	24
		3,156 62		14.15	25
257 11	4,074 23	5,508 59	51.27	36.70	26
72 85	1,089 82	5,773 84	150	51.68	27
426 49	104 03	8,325 35		15.70	28
					29
	993 39	2,599 39	65	25.04	30
	72 02	3,936 26		33	31
324 59		3,011 35	86.18	33.30	32
390 69					33
	47 54	4,162 57		21	34
126 99					35
	1,818 39	42,136 18	54.06	271.42	36
5,113 88	1,904 98	22,728 03	46.92	87.37	37
1,574 82	1,123 86	9,819 04	76.10	12.82	38
703 64					39
					40
203 69	42 94	1,948 33	79.34	7.52	41
					42
58 67	406 02	5,536 14	135	34	43
					44
7 46	33 22	495 57	69.05	.54	45
376 29	599 83	12,420 02	62	40.12	46
				6	47
15,865 70	6,023 65	274,648 59	59.58	581.80	48
10,428 39	3,935 71	128,641 93	63.29	232.36	49
					50
26 38	70 74	1,094 39	67.98	13.75	51
					52
					53

Operating Expenses.

Recapitulation of operating expenses, year ending June 30, 1899, apportioned between passenger and freight traffic.

Name of Company.	MAINTENANCE OF WAYS AND STRUCTURES.		MAINTENANCE OF EQUIP- MENT.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern.....	\$3,740 06	\$3,740 06	\$118 53	\$118 53
2 Ahnapee & Western	6,156 94	6,156 94	1,643 15	1,643 15
3 Ashland Siskiwi.....				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	571 11	571 11	105 71	105 71
7 Chicago, Milwaukee & St. P.	2,063,567 37	6,970,697 14	961,469 45	3,229,699 43
8 Chicago & Northwestern.....	1,516,206 65	4,743,008 31	1,649,408 64	5,159,691 72
9 C., St. P. Minn. & Omaha.....	778,678 03	1,757,738 21	579,719 75	1,308,622 47
10 Chicago, Burlington & N'n.....	135,144 68	225,241 14	118,406 27	197,342 12
11 Chicago, L. Shore & East'n.....	6,443 70	81,102 88	5,876 41	175,328 83
12 Chicago & Lake Superior.....	1,029 36	1,029 36	74 15	74 15
12 Chicago, Madison & N'n.....	45,487 18	185,266 27	13,036 81	115,351 44
14 Chicago, Wisconsin & Minn.....				
15 Chippewa River & Menom.....	5,659 21	5,659 21	3,363 08	3,363 08
16 Drummond & South West.....	7,002 62	7,002 62	1,386 80	1,386 80
17 Duluth, So. Shore & Atl.....	41,688 97	373,085 74	18,630 63	166,730 50
18 Duluth Short Line				
19 Duluth, Superior & Western.....	64,202 19	64,202 19	532 08	532 08
20 Dunbar & Wausaukee			1,000 00	1,000 00
21 Eastern R'y Co. of Minn.....	83,938 96	286,957 23	30,655 08	159,246 09
22 Fairchild & North Eastern.....	4,083 69	4,083 69	1,148 66	1,148 66
23 Green Bay & Western.....	137,663 35	137,663 35	79,883 94	79,883 94
24 Hazelhurst & South Eastern.....	981 00	981 00	1,743 26	1,743 26
25 Iola & Northern	396 30	396 30	1,106 19	1,106 19
26 Glenwood & Northeastern.....	1,111 93	1,111 93	717 87	717 87
27 Kewaukee, Green Bay & W.....	9,514 59	9,514 59	2,730 58	2,730 58
28 Kickapoo Valley & North'n.....	18,348 66	18,348 66	4,911 47	4,911 47
29 Lake Sup. T. & T. R'y Co.	4,002 09	4,002 09	3,486 07	3,486 07
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago.....				
32 Milwaukee & Superior	3,837 71	3,837 71	2,289 53	2,289 53
33 Marshfield & South Eastern.....	6,478 24	6,478 24	1,294 86	1,294 86
34 Marinette, Tom. & Western.....	7,982 70	7,982 70	4,674 76	4,674 76
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin	5,375 66	5,375 66	57 00	57 00
37 Minn., St. Paul & Ashl'd.....				
38 M., St. P., & Sault St. Marie.....	180,064 54	536,003 12	158,401 04	461,553 91
39 Northern Pacific	46,927 73	3,548,793 26	22,012 89	1,914,597 03
40 Northwestern Coal R'y Co.	2,783 27	2,783 27	447 66	447 66
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello.....				
43 Rlee Lake, Dallas & Menom.....	2,069 32	2,069 32	72 89	72 89
44 St. Cloud, G'tsb'g & Ashl'd.....				
45 Wash'b'n, Bayfield & I. Riv.....	30,912 16	30,912 16	10,665 54	10,665 54
46 West Range				
47 Winona Bridge R'y Co.....	5,777 70	11,020 53		
48 Wisconsin & Michigan.....	9,474 11	16,616 53	9,959 83	15,814 22
49 Whitcomb & Morris.....	1,100 00	1,100 00	134 90	134 90
50 Wisconsin Central R. R. Co.....	301,103 00	301,103 00	201,517 41	201,517 41
51 Wisconsin Central Co.	195,167 98	281,963 08	145,105 29	209,629 13
52 Hawth'n, Nebagamon & Su.....				
53 St. Paul & Duluth.....	3,172 74	233,288 67	2,800 24	205,899 76

Operating Expenses.

Recapitulation of operating expenses, year ending June 30, 1899—Continued.

CONDUCTING TRANSPORTATION.		GENERAL EXPENSES.		TOTAL.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$4,563 92	\$4,563 92	\$754 74	\$754 74	\$9,177 24	\$9,177 24	1
9,951 01	9,951 01	1,764 81	1,764 81	19,514 91	19,514 91	2
7,649 23	7,649 23			7,649 23	7,649 23	3
3,420 52	3,420 52	787 75	787 75	4,885 14	4,885 14	4
3,240,736 26	11,000,462 51	464,234 03	1,575,811 34	6,710,007 10	22,776,670 42	5
4,055,902 03	12,687,701 22	565,817 34	1,769,993 79	7,787,334 66	24,360,395 04	6
1,206,293 24	2,723,009 56	232,679 48	525,235 85	2,797,370 50	6,314,606 09	7
387,549 23	645,915 37	194,280 97	157,134 96	735,380 15	1,225,633 59	8
25,708 55	435,528 59	3,668 34	254,085 44	41,697 00	946,045 74	9
2,820 50	2,820 50	145 67	145 67	4,069 68	4,069 68	10
57,417 22	431,789 32	5,430 87	38,000 37	121,372 08	770,407 40	11
9,511 50	9,511 50	2,531 70	2,531 70	21,065 49	21,065 49	12
3,968 73	3,968 73	368 33	368 33	12,727 48	12,727 48	13
72,811 46	651,909 21	26,185 99	140,946 46	159,317 06	1,332,571 91	14
27,238 68	27,238 68	5,450 77	5,450 77	97,423 72	97,423 72	15
1,774 73	1,774 73			5,549 46	5,549 46	16
216,790 62	814,684 14	11,977 54	57,623 55	343,417 20	1,318,511 82	17
9,106 89	9,106 89	1,887 66	1,887 66	16,226 89	16,226 89	18
124,999 26	124,999 26	31,412 09	31,412 09	373,958 64	373,958 64	19
9,666 80	9,666 80	852 44	852 44	13,243 50	13,243 50	20
3,737 65	3,737 65	87 20	87 20	5,326 34	5,326 34	21
7,733 56	7,733 56	3,156 62	3,156 62	12,719 98	12,719 98	22
19,228 34	19,228 34	5,508 59	5,508 59	36,982 10	36,982 10	23
14,084 72	14,084 72	5,773 84	5,773 84	43,118 69	43,118 69	24
34,120 97	34,120 97	5,303 62	5,303 62	46,912 75	46,912 75	25
14,175 98	14,175 98	2,599 39	2,599 39	22,902 61	22,902 61	26
8,362 87	8,362 87	3,936 26	3,936 26	20,072 23	20,072 23	27
13,591 00	13,591 00	3,011 35	3,011 35	29,259 81	29,259 81	28
8,425 65	8,425 65	4,162 57	4,162 57	18,020 88	18,020 88	29
362,381 98	1,145,974 46	42,136 18	446,073 08	742,983 74	2,589,604 57	30
104,376 94	6,043,227 44	22,728 03	826,027 54	196,044 59	12,332,646 27	31
14,353 12	14,353 12	9,819 04	9,819 04	27,403 09	27,403 09	32
5,578 59	5,578 59	1,948 33	1,948 32	9,669 13	9,669 13	33
29,654 17	29,654 17	5,536 14	5,536 14	76,768 01	76,768 01	34
919 07	1,753 09	495 57	945 33	7,192 34	13,718 96	35
22,662 64	40,620 93	12,420 02	21,632 04	54,516 60	94,683 72	36
1,335 25	1,335 25	200 00	200 00	2,870 15	2,870 15	37
764,785 01	764,785 01	274,648 59	274,648 59	1,542,063 01	1,542,063 01	38
618,599 53	922,883 05	128,641 93	464,915 98	1,087,514 68	1,879,381 24	39
9,613 20	706,862 50	1,094 39	80,469 33	16,680 57	1,226,510 26	40

Rentals.

Rentals paid according to the report of June 30, 1899. A. Rentals paid for lease of roads.

Name of Company.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Cash.	Total.
Chicago & Northwestern			\$6,815 25	\$6,815 25
Duluth, Superior & Western			3,186 72	3,186 72
Eastern R'y Co. of Minnesota			6,381 39	6,381 39
Wisconsin Central R. R. Co.			217,699 57	217,699 57
Wisconsin Central Co.			69,646 56	69,646 56
St. Paul & Duluth	\$2,464 79			2,464 79

Rentals paid according to the report of June 30, 1899. A. Rentals paid for lease of roads—Continued.

Name of Company.	Interest on bonds guaranteed.	Interest on stocks guaranteed.	Cash.	Total
Chicago & Northwestern			\$21,319 52	\$21,319 52
Chicago, Burlington & Northern				145,231 89
Duluth, Superior & Western			3,186 72	3,186 72
Eastern R'y Co. of Minnesota			91,133 16	91,133 16
Northern Pacific	\$61,520 00	\$61,520 00		61,520 00
Wisconsin Central R. R. Co.			217,699 57	217,699 57
Wisconsin Central Co.			303,719 55	303,719 55
St. Paul & Duluth	37,600 00		48,700 59	86,300 59

Rentals.

Rentals paid according to report of June 30, 1899.B. Rents paid for lease of other property.

NAME OF COMPANY.	WISCONSIN.			
	Tracks.	Yards.	Terminals.	Total.
Chicago, Milwaukee & St. Paul				\$125,114 63
Chicago & Northwestern	\$6,111 11	\$3,836 06	\$17,344 76	34,107 18
Duluth, South Shore & Atlantic	13,017 74		1,024 82	14,042 56
Eastern R'y Co. of Minnesota	9,283 13		2,939 90	12,223 03
Green Bay & Western	1,200 00		3,509 62	4,709 62
Hazelhurst & South Eastern	720 46			720 46
Milwaukee & Lake Winnebago	5,190 60			5,190 60
Milwaukee & Superior			120 00	120 00
Minnesota & Wisconsin			57 30	57 30
Northern Pacific	9,997 76			9,997 76
Wisconsin & Michigan	4,469 19			4,469 19
Wisconsin Central R. R. Co.	56,360 91		27,410 85	83,771 76
Wisconsin Central Co.	2,383 82	375 00		2,758 82
St. Paul & Duluth			176 50	176 50

Rentals paid according to report of June 30, 1899.B. Rents paid for lease of other property—Continued.

NAME OF COMPANY.	WHOLE LINE.			
	Tracks.	Yards.	Terminals.	Total.
Chicago, Milwaukee & St. Paul				\$424,693 25
Chicago & Northwestern	\$12,000 00	\$19,116 87	\$54,258 00	106,694 39
C., St. P., M. & O.	62,591 05		54,726 19	117,317 24
Chicago, Lake Shore & Eastern	215,565 25			215,565 25
Duluth, South Shore & Atlantic	23,298 29	475 00	8,607 12	32,280 41
Eastern R'y Co. of Minnesota	42,987 80		62,081 04	105,068 84
Green Bay & Western	1,200 00		3,509 62	4,709 62
Hazelhurst & South Eastern	720 46			720 46
Milwaukee & Lake Winnebago	5,190 60			5,190 60
Milwaukee & Superior			120 00	120 00
Minnesota & Wisconsin			57 30	57 30
M., St. P. & S. Ste. Marie	38,537 08		87,702 07	126,239 15
Northern Pacific	*246,493 51			196,498 63
Wisconsin & Michigan	7,980 70			7,980 70
Wisconsin Central R. R. Co.	56,360 91		27,410 85	56,360 91
Wisconsin Central Co.	59,257 08	375 00	222,918 77	282,550 85
St. Paul & Duluth	13,457 88		34,624 38	47,982 26

*Less amount collected from other companies.

Employees and Salaries.

Employees and salaries, year ending June 30, 1899—Wisconsin.

NAME OF COMPANY.	GENERAL OFFICERS.			OTHER OFFICERS AND GENERAL OFFICER'S CLERKS.		
	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.
1 Abbotsford & Northeastern	4	.....	.....	2	\$4 00	\$720 00
2 Ahnapeen & Western	2	\$4 00	\$1,200 00	1	1 00	12,012 00
3 Ashland Siskiwt	.....	.....	.....	.....	.....	.....
4 Big Falls R'y Co.	.....	.....	.....	.....	.....	.....
5 Bayfield Harbor & G. W.	.....	.....	.....	.....	.....	.....
6 Bayfield Transfer R'y	1	1 28	466 66	1	1 00	73 00
7 C. M. & St. P.	9	20 65	71,064 85	103	2 21	60,600 13
8 Chicago & Northwestern	3	10 65	9,999 96	18	3 83	21,587 09
9 C. St. P. M. & O.	3	8 80	9,633 33	6	2 46	5,384 64
10 Chicago, Burlington & N.	.....	.....	.....	.....	.....	.....
11 Chicago, Lake Shore & E.	1	1 92	600 00	.....	.....	.....
12 Chicago & Lake Superior	.....	.....	.....	.....	.....	.....
13 Chicago, Madison & N.	.....	.....	.....	.....	.....	.....
14 Chicago, Wis. & Minn.	.....	.....	.....	.....	.....	.....
15 Chippewa Riv. & Menom.	2	3 41	1,600 00	1	1 38	274 60
16 Drummond & S. W.	5	.....	.....	1	80	250 00
17 Duluth, S. S. & Atlantic	.....	.....	.....	.....	.....	.....
18 Duluth Short Line	3	.....	.....	.....	.....	.....
19 Duluth, Superior & W.	1	9 68	2,574 97	2	.....	1,032 25
20 Dunbar & Wausaukee	.....	.....	.....	.....	.....	.....
21 Eastern Ry. Co. of Minn.	1	9 06	2,368 48	.....	.....	.....
22 Fairchild & North Eastern	4	.....	.....	1	.....	.....
23 Green Bay & Western	5	6 54	10,200 00	10	.....	7,740 00
24 Hazelhurst & South East'n	5	.....	.....	.....	.....	.....
25 Iola & Northern	.....	.....	.....	.....	.....	.....
26 Glenwood & Northeastern	.....	.....	.....	.....	.....	.....
27 Kewaunee, G. B. & W.	6	2 18	4,300 00	1	1 87	600 00
28 Kickapoo Valley & North'n	1	5 75	1,800 00	3	1 92	1,800 00
29 Lake Sup. T. & T. R'y Co.	1	6 58	2,400 00	2	2 55	1,860 00
30 Mattoon R'y Co.	.....	.....	.....	.....	.....	.....
31 Milwaukee & L. Winnabago	.....	.....	.....	.....	.....	.....
32 Milwaukee & Superior	7	4 09	1,898 33	.....	78	226 00
33 Marshfield & South East'n	1	5 77	1,800 00	1	2 88	900 00
34 Marinette, Tomah'k & W.	1	.....	.....	1	1 15	420 00
35 Milwaukee & Wauwatosa	.....	.....	.....	.....	.....	.....
36 Minnesota & Wisconsin	.....	.....	.....	.....	.....	.....
37 Minneapolis, St. P. & A.	.....	.....	.....	.....	.....	.....
38 M., St. P. & S. Ste. M.	2	7 22	5,267 48	29	1 98	20,921 87
39 Northern Pacific	.....	.....	.....	.....	.....	.....
40 Northwestern Coal R'y Co.	2	7 55	4,308 37	5	2 58	2,487 53
41 Oshkosh Transportat'n Co.	.....	.....	.....	.....	.....	.....
42 Packwaukee & Montello	2	.....	.....	.....	.....	.....
43 Rice L., Dallas & Menom.	2	.....	2,160 00	.....	.....	.....
44 St. Cloud, Grantsh'g Ashl'd	3	.....	.....	.....	.....	.....
45 Wash'b'n, Bayfield & I. R.	4	4 43	3,164 06	4	2 13	1,200 05
46 West Range	.....	.....	.....	.....	.....	.....
47 Winona Bridge R'y Co.	1	81	300 00	1	1 15	420 00
48 Wisconsin & Michigan	.....	.....	.....	.....	.....	.....
49 Whitcomb & Morris	.....	.....	200 00	.....	.....	.....
50 Wisconsin Cen. R. R. Co.	.....	.....	.....	.....	.....	.....
51 Wisconsin Central Co.	20	11 60	84,712 60	230	2 18	174,722 87
52 Hawthorn, Nebag. & Sup.	.....	.....	.....	.....	.....	.....
53 St. Paul & Duluth	11	10 89	594 66	60	2 39	711 28
Total	111	.....	\$222,613 75	483	.....	\$315,943 36

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin—Continued.

STATION AGENTS.			OTHER STATION MEN.			ENGINEMEN.			No.
No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	
1	\$2 12	\$660 00				1	\$2 88	\$900 00	1
3	1 68	1,573 28				1	3 61	1,128 75	2
									3
									4
									5
						1	2 60	949 50	6
265	1 73	142,830 13	821	\$1 52	\$391,291 18	280	3 73	327,002 36	7
237	2 09	155,469 50	712	1 57	339,058 33	477	5 56	480,619 93	8
68	2 19	46,519 92	86	1 31	43,468 37	106	4 09	134,424 62	9
29	1 59	16,880 00	22	1 42	9,780 00	51	3 14	58,536 00	10
1	2 31	860 00	2	1 33	564 00	5	2 67	4,790 45	11
									12
15	1 66	8,600 00	3	1 15	1,080 00	6	3 28	6,114 79	13
									14
						2	2 35	940 00	15
						2	2 86	616 31	16
8	2 29	5,263 55	6	1 88	3,726 20	5	3 64	4,935 84	17
									18
1	3 22	860 83	56	1 72	10,716 17				19
						1	2 89	900 00	20
51	2 49	3,821 16	51	1 80	23,274 30	3	3 84	11,662 94	21
2						3	2 00		22
31	1 53	14,796 00	13	1 23	4,992 76	15	3 50	17,767 90	23
2	2 16	560 04				2	2 47	1,659 23	24
1	2 12	660 00	1	1 10	31 20	1	3 00	937 87	25
									26
4	1 58	1,620 00	2	1 15	840 00	3	3 00	2,645 51	27
12	1 18	4,052 05				2	3 50	1,113 99	28
1	3 29	1,200 00	4	1 64	2,401 77	3	3 50	3,937 57	29
									30
									31
6	1 21	2,796 15				3	2 24	1,413 92	32
3	1 92	1,700 00				2	3 50	1,204 86	33
1	1 48	540 00	2	1 20	720 00	4	2 30	2,920 00	34
									35
									36
									37
34	1 40	18,657 61	5	1 31	2,389 30	37	5 19	70,127 59	38
6	2 50	5,321 93	13	1 72	8,087 06	5	4 13	8,156 65	39
3	2 24	1,241 37	2	1 80	505 67	3	3 32	1,921 53	40
									41
									42
2	1 00	720 00	1	1 00	360 00	1	2 00	730 00	43
									44
2	33	100 00				11	2 93	3,845 38	45
									46
						2	1 96	950 00	47
									48
						1		626 00	49
									50
104	1 67	63,580 76	139	1 74	79,459 84	158	3 59	168,277 06	51
									52
2	2 87	2,098 13	3	2 06	2,259 67	1	3 80	875 18	53
849		\$502,962 41	1,944		\$825,005 82	1,197		\$1,322,621 72	

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin—Continued.

NAME OF COMPANY.	FIREMEN.			CONDUCTORS.		
	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.
1 Abbottsford & Northeastern	1	\$1 92	\$600 00	1	\$1 92	\$600 00
2 Ahnapee & Western	1	1 73	540 29	1	1 87	586 67
3 Ashland Siskiwit						
4 Big Falls R'y Co.						
5 Bayfield Harbor & G. W.						
6 Bayfield Transfer R'y	1	1 27	465 00	1	1 44	528 00
7 Chicago, Mil. & St. Paul	278	2 26	196,910 70	230	3 54	254,392 67
8 Chicago & Northwestern	514	2 21	323,195 20	294	3 37	273,994 56
9 C., St. P., M. & O.	105	2 52	82,748 03	76	3 58	85,266 32
10 Chicago, Burlington & N.	50	1 86	33,924 00	45	2 84	46,596 00
11 Chicago, L. Shore & East.	4	1 90	2,062 07			
12 Chicago & Lake Sup.						
13 Chicago, Madison & North.	6	1 91	3,560 88	6	3 40	4,505 59
14 Chicago, Wisconsin & Minn.						
15 Chippewa Riv. & Menom.	2	1 55	620 00			
16 Drummond & South West'n	2	1 62	333 59			
17 Duluth, So. Shore & Atl.	5	2 22	3,010 32	5	3 03	4,108 68
18 Duluth Short Line						
19 Duluth, Sup. & Western						
20 Dunbar & Wausaukee	1	1 63	520 00	1	1 92	600 00
21 Eastern R'y Co. of Minn.	3	2 25	6,821 23	20	3 20	6,694 92
22 Fairchild & Northeastern	3	1 50		2	33 1.3	
23 Green Bay & Western	15	2 10	11,051 57	12	2 60	9,794 33
24 Hazelhurst & So. Eastern	2	1 63	1,159 90	1	2 48	898 87
25 Iola & Northern	1	1 17	366 00			
26 Glenwood & Northeastern						
27 Kewaunee, Green Bay & W.	2	2 00	1,322 75	2	2 40	1,440 00
28 Kickapoo Val. & Northern	2	2 12	717 79	2	2 87	921 14
29 L. Superior T. & T. R'y Co.	3	2 10	2,355 80			
30 Mattoon R'y Co.						
31 Milwaukee & L. Winnebago						
32 Milwaukee & Superior	3	1 71	1,002 50	3	1 95	1,156 57
33 Marshfield & So. Eastern	2	1 81	602 53	1	2 88	914 37
34 Marinette, Tom. & West.	4	1 70	2,160 00	3	2 17	2,100 00
35 Milwaukee & Wauwatosa						
36 Minnesota & Wisconsin						
37 Minn., St. Paul & Ash'd.						
38 M., St. P. & S't Ste. Marie				23	3 26	27,370 78
39 Northern Pacific	5	2 32	4,588 11	7	3 28	8,653 30
40 Northwestern Coal R'y Co.	4	1 76	1,511 73			
41 Oshkosh Transportation Co.						
42 Packwaukee & Montello						
43 Rice L., Dallas & Menom.	1	1 16	425 83	1	2 16	790 83
44 St. Cloud, G'tsh'g & Ash'd						
45 Wash'n. Bayfield & I. Riv.	14	1 58	2,297 04	12	2 14	3,000 94
46 West Range						
47 Winona Bridge R'y Co.						
48 Wisconsin & Michigan						
49 Whitcomb & Morris	1		490 00			
50 Wisconsin Cent. R. R. Co.						
51 Wisconsin Central Co.	159	2 19	101,650 13	98	3 28	96,764 64
52 Haw'n. Nebagamon & S.						
53 St. Paul & Duluth	1	2 20	506 74	1	3 24	509 55
Totals	1,195		\$787,499 73	847		\$332,188 73

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin—Continued.

OTHER TRAINMEN.			MACHINISTS.			CARPENTERS.			No.
No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	
1	\$1 60	\$500 68				1	\$1 67	\$215 60	1
									2
									3
									4
									5
									6
354	2 09	231,083 13	94	\$2 48	\$73,609 90	182	1 93	110,361 04	7
609	2 02	345,162 63	162	2 04	97,119 44	297	2 10	180,335 20	8
169	2 14	113,162 78	71	1 83	40,584 46	180	1 71	47,680 17	9
56	1 70	34,668 00	25	1 96	15,240 00	46	1 76	25,384 00	10
						9	2 37	6,068 10	11
11	2 01	4,515 75				15	2 07	6,482 11	12
4	1 48	1,084 37	2	2 12	887 05	2	1 62	405 24	13
4	1 65	629 39	1	3 00	707 42	1	1 75	218 75	14
10	1 85	5,017 20				7	2 18	4,818 45	15
									16
									17
									18
									19
43	2 08	8,558 12	30	2 91	14,842 50				20
3	1 50		1	3 85					21
20	1 65	9,578 84	13	2 50	11,884 12	12	1 90	8,015 60	22
1	1 66	617 20							23
1	1 54	480 65							24
									25
4	1 50	1,598 76							26
3	1 92	1,242 40	1	2 84	641 66	4	2 05	1,844 09	27
			1	2 66	400 00				28
									29
									30
6	1 58	1,595 48	3	2 01	843 22	5	1 82	817 52	31
2	1 73	1,049 63	2	1 31	577 00				32
1	72	180 00				2	2 04	1,260 00	33
									34
									35
									36
									37
									38
									39
14	1 55	36,850 69				52	1 95	31,347 57	40
	2 03	10,447 87				3	2 37	2,310 48	41
									42
1	1	365 00							43
									44
22	1 63	3,566 28	3	2 23	1,206 99	4	2 10	1,141 51	45
									46
									47
									48
									49
206	1 97	121,277 54	89	1 88	51,724 54	115	1 98	66,878 98	50
2	1 77	689 45	1	2 42	410 02	1	2 46	393 76	51
									52
1,546		\$933,921 83	499		\$316,633 31	1,036		\$495,978 17	53

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin—Continued.

NAME OF COMPANY.	OTHER SHOPMEN			SECTION FOREMEN.		
	No.	Daily compensation.	Yearly compensation.	No.	Daily compensation.	Yearly compensation.
1 Abbotsford & Northeastern				1	\$1 34	\$407 49
2 Ahnapee & Western				4	1 46	1,386 04
3 Ashland Siskiwt						
4 Big Falls R'y Co.						
5 Bayfield Harbor & G. W.						
6 Bayfield Transfer R'y.	1	\$1 17	\$427 75	1	1 50	468 00
7 Chicago, Mtl. & St. Paul ..	546	1 73	294,696 83	280	1 74	152,421 71
8 Chicago & Northwestern ..	598	1 68	291,581 19	282	1 75	154,560 01
9 Chicago, St. P., M. & O.	89	1 71	47,680 17	109	1 79	61,173 45
10 Chicago, Burlington & Nor.	147	1 55	71,424 00	39	1 50	21,420 00
11 Chicago, L. Shore & East'n	1	1 83	578 00	1	2 00	720 00
12 Chicago & Lake Superior ..						
13 Chicago, Madison & North.				17	1 65	7,438 00
14 Chicago, Wisconsin & Minn.						
15 Chippewa Riv. & Menom.	2	1 91	567 81	1	1 75	547 75
16 Drummond & South West'n	1	1 25	257 50	1	1 54	455 38
17 Duluth, So. Shore & Atl.	5	1 68	2,398 36	20	1 65	11,880 60
18 Duluth Short Line						
19 Duluth, Sun. & West. Ter.				2	1 45	396 15
20 Dunbar & Wausaukee						
21 Eastern R'y Co. of Minn.	318	1 75	61,896 38	5	1 57	3,157 98
22 Fairchild & North Eastern.				2	1 50	1,500 00
23 Green Bay & Western	33	1 58	19,802 35	37	1 50	17,760 00
24 Hazelhurst & South East'n				1	1 57	455 38
25 Iola & Northern				1	1 10	342 20
26 Glenwood & Northeastern.						
27 Kewaunee, G. Bay & West.	1	1 50	480 00	16	1 50	2,700 00
28 Kickapoo Val. & Northern	2	1 76	818 96	7	1 56	3,496 50
29 Lake Sup. T. & T. R'y Co.	4	1 63	2,710 16	1	1 97	720 00
30 Mattoon R'y Co.						
31 Milwaukee & L. Winnebago						
32 Milwaukee & Superior	3	1 54	1,221 12	3	1 93	1,057 34
33 Marshfield & So. Eastern.				5	1 54	2,390 00
34 Marinette, Tom. & Western	1	2 10	420 00	4	1 80	2,240 00
35 Milwaukee & Wauwatosa.						
36 Minnesota & Wisconsin.						
37 Minneapolis, St. P. & A.						
38 M., St. P. & Sault St. Marie	1	1 36	417 77	40	1 48	21,610 00
39 Northern Pacific		2 27	58 90	16	1 52	8,690 42
40 Northwestern Coal R'y Co.				1	1 93	600 00
41 Oshkosh Transportation Co.						
42 Packwaukee & Montello ..						
43 Rice L., Dallas & Menom.				1	1 67	600 00
44 St. Cloud, G'tsb'g & Ashl'd						
45 Wash'n. Bayfield & I. Riv.	26	1 68	5,988 12	5	1 54	1,209 79
46 West Range						
47 Winona Bridge R'y Co.						
48 Wisconsin & Michigan						
49 Whitcomb & Morris				1		325 00
50 Wisconsin Cent. R. R. Co.						
51 Wisconsin Central Co.	281	1 86	143,084 85	120	1 49	66,321 02
52 Hawth'n. Nebazamon & S.						
53 St. Paul & Duluth	2	1 96	1,061 34	2	1 52	1,152 00
Totals	2,063		\$947,561 56	1,026		\$548,093 21

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin — Continued.

OTHER TRACKMEN.			SWITCHMEN, FLAGMEN, WATCHMEN.			TELEGRAPH OPERATORS AND DISPATCHERS.			No.
No.	Daily compensa- tion.	Yearly compensa- tion.	No.	Daily compensa- tion.	Yearly compensa- tion.	No.	Daily compensa- tion.	Yearly compensa- tion.	
5	\$1 15	\$1,431 75							1
8	1 15	2,681 27	1	\$1 15	\$420 00				2
									3
									4
									5
9	1 50	1,119 00							6
1,119	1 24	434,530 07	327	2 01	205,781 99	249	2 11	164,010 93	7
2,432	1 33	571,238 46	411	1 94	257,262 21	239	1 73	133,607 84	8
355	1 28	142,924 69	48	2 15	32,325 07	75	1 92	45,026 56	9
179	99	55,656 00	32	1 35	15,816 00	15	2 15	11,760 00	10
15	1 13	4,022 55	12	2 11	8,327 28				11
3	1 25	1,029 36	1	1 25	456 25				12
64	1 06	9,220 78				3	1 99	1,452 36	13
									14
21	1 34	4,717 91	1	1 20	438 90				15
9	1 22	3,162 13	2	1 11	269 31				16
62	1 37	25,117 39	1	1 26	97 92	11	1 60	4,889 05	17
									18
10	1 50	1,307 26	6	1 71	1,231 92	2	80	429 48	19
									20
57	1 54	61,391 10	49	2 57	46,169 65	1	2 41	6,563 00	21
10	1 35								22
90	1 10	26,089 81	16	1 50	6,778 94	4	2 00	2,850 00	23
2	1 35	469 69	1	1 35	178 78				24
									25
									26
14	1 40	3,116 72	1	1 45	465 00	1	1 75	400 00	27
97	1 17	7,176 68	3	1 26	660 18				28
9	1 27	2,418 21	16	2 24	13,984 41				29
									30
									31
15	1 22	2,725 04							32
12	1 13	2,839 90							33
12	1 40	5,040 00	2	1 04	763 25				34
									35
									36
									37
250	1 17	89,977 33	4	2 79	3,435 18	25	1 66	15,153 49	38
88	1 37	37,676 10	9	2 67	8,614 27		1 85	4,252 22	39
5	1 30	827 34	13	2 24	6,354 32				40
									41
									42
2	1 25								43
									44
46	1 34	6,686 55	1	1 65	300 00	1	1 60	336 29	45
			2	1 45					46
									47
1		325 00							48
									49
935	1 21	207,039 02	130	1 97	64,508 85	76	1 78	49,814 74	50
5	1 10	1,724 66	1	1 16	60 00	1	1 50	547 66	51
									52
5,941		\$1,713,642 27	1,090		\$674,699 68	703		\$441,098 62	53

Employees and Salaries.

Employees and salaries, year ending June 30, 1899 — Wisconsin.

NAME OF COMPANY.	EMPLOYEES' ACCOUNT, FLOATING EQUIPMENT.			ALL OTHER EMPLOYEES AND LABORERS.		
	No.	Daily com- pensa- tion.	Yearly compensa- tion.	No.	Daily com- pensa- tion.	Yearly compensa- tion.
1 Abbotsford & Northeastern						
2 Ahnapee & Western						
3 Ashland Slakiwit						
4 Big Falls R'y Co.						
5 Bayfield Harbor & G. W.						
6 Bayfield Transfer R'y.						
7 Chicago, Mil. & St. Paul.				1,235	\$2 28	\$879,858 57
8 Chicago & Northwestern.				1,124	1 80	541,041 81
9 C. St. P. M. & O.				340	1 74	185,286 55
10 Chicago, Burlington & N.				11	2 09	7,200 00
11 Chicago, Lake Shore & E.				1	1 68	616 03
12 Chicago & Lake Superior.						
13 Chicago, Madison & North				11	2 04	8,608 55
14 Chicago, Wisconsin & Minn.						
15 Chippewa Riv. & Menom.				30	1 33	4,575 44
16 Drummond & South West.						
17 Duluth, So. Shore & Atl.				5	1 56	2,846 79
18 Duluth Short Line						
19 Duluth, Sup. & Western				3	1 13	297 62
20 Dunbar & Wausaukee						
21 Eastern R'y Co. of Minn.				120	2 03	58,530 50
22 Fairchild & North Eastern						
23 Green Bay & Western	15	\$1 25	\$6,890 27	14	1 06	5,039 02
24 Hazelhurst & South East'n						
25 Iola & Northern						
26 Glenwood & Northeastern						
27 Kewaunee, G. Bay & West.	4	1 25	1,658 70	3	1 00	753 00
28 Kickapoo Val. & Northern				8	1 09	692 02
29 Lake Sup. T. & T. R'y Co.				1	1 20	166 64
30 Mattoon R'y Co.						
31 Milwaukee & L. Winnebago						
32 Milwaukee & Superior				1	2 19	320 12
33 Marshfield & South East						
34 Marinette, Tom. & West'n.						
35 Milwaukee & Wauwatosa						
36 Minnesota & Wisconsin						
37 Minn. St. Paul & Ashl'd.						
38 M. St. P. & Sault St. Marie				78	1 34	32,892 09
39 Northern Pacific				11	1 89	6,593 92
40 Northwestern Coal R'y Co.						
41 Oshkosh Transportation Co.						
42 Packwaukee & Montello						
43 Rice L. Dallas & Menom.						
44 St. Cloud, G'tab'g & Ashl'd						
45 Wash'n. Bayfield & I. Riv.				147	1 30	21,092 95
46 West Range						
47 Winona Bridge R'y Co.						
48 Wisconsin & Michigan						
49 Whitcomb & Morris						
50 Wisconsin Cent. R. R. Co.						
51 Wisconsin Central Co.				384	1 55	126,613 70
52 Hawthorn, Nebagamou & S.						
53 S. Paul & Duluth				2	1 85	1,223 13
Totals	19		\$8,548 97	3,534		\$1,884,298 45

Employees and Salaries.

Employees and salaries, year ending June 30, 1899, Wisconsin — Continued.

DISTRIBUTION OF FOREGOING EMPLOYEES.				TOTAL, EXCLUDING "GENERAL OFFICERS"			No
General administration. No.	Maintenance of ways and structures. No.	Maintenance of equipment. No.	Conducting transportation. No.	No.	Daily compensation.	Yearly compensation.	
6	3	3	4	12	\$1 79	\$5,319 24	1
3	13		8	22	1 51	9,044 58	2
							3
							4
							5
2	10		4	15	1 55	4,030 25	6
112	2,091	975	3,193	6,362	2 00	3,976,477 82	7
4	3,939	443	4,023	8,409	1 93	4,175,853 36	8
				1,882	1 98	1,165,910 92	9
	268	175	304	747	1 70	424,264 00	10
1	16	10	25	52	1 94	29,198 48	11
	3		5	8	1 34	3,041 44	12
1	100	3	53	157	1 78	61,578 81	13
							14
3	22	6	39	68	1 46	15,059 07	15
6	10	3	10	24	1 43	6,899 78	16
	89	5	56	150	1 70	78,110 35	17
							18
3	12		68	82	1 67	16,267 68	19
			3			2,020 00	20
1	62	343	295	706	1 99	315,797 86	21
							22
6	154	60	135	350	1 64	180,731 51	23
5	3		9	12	1 91	5,919 09	24
4	1		5	6	1 50	2,818 92	25
							26
6	24	4	20	49	1 54	20,241 24	27
4	119	3	21	146	1 47	25,177 46	28
6	10	5	27	46	2 21	34,554 56	29
							30
5	4			5	4 24	5,675 00	31
				51	1 52	15,174 98	32
2	17	2	10	30	1 67	12,149 29	33
2	16	3	17	37	1 64	18,763 25	34
							35
							36
							37
35	392	31	198	654	1 79	388,140 72	38
1	117	3	62	183	1 83	113,451 23	39
				36	2 21	15,449 54	40
							41
							42
							43
							44
6	176	33	87	298	1 52	51,972 29	45
							46
1	5		5	5	1 55	2,079 33	47
						1,756 00	48
							49
257	1,680	244	1,069	3,230	1 89	1,598,333 03	50
				85	1 84	14,212 57	51
							52
482	9,347	2,359	9,755	23,919		\$12,795,473 60	53

Passenger Traffic.

Passenger train mileage, Wisconsin, 1899 — Passenger traffic.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance caried.	Total passenger revenue.
1 Abbotsford & Northeastern ..	1,750	26,750	14.90	\$1,033 55
2 Ahnapee & Western	18,563			14,619 67
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W. ...				
6 Bayfield Transfer R'y.	17,764	68,569	3.86	1,962 95
7 Chicago, Mil. & St. Paul				2,244,668 81
8 Chicago & Northwestern ...	4,892,106	134,426,921	274.78	2,622,248 09
9 C., St. P., M. & O.	692,453	35,225,724	50.87	810,543 92
10 Chicago, Burlington & N. ...	128,999	11,351,893	88.00	240,773 64
11 Chicago, Lake Shore & E. ...				
12 Chicago & Lake Superior ...	7,597	22,791	3	1,007 45
13 Chicago Madison & North'n ...	68,979	1,140,557	16.53	29,738 67
14 Chicago, Wis. & Minn.				
15 Chippewa Riv. & Menom. ...	830	19,920	24	415 08
16 Drummond & S. W.				
17 Duluth, S. S. & Atlantic ...	50,206	2,342,594	46.66	54,151 20
18 Duluth Short Line				
19 Duluth, Superior & Western ...				
20 Dunbar & Wausaukee ...				
21 Eastern R'y Co. of Minn. ...	89,414	1,587,175	17.75	32,972 82
22 Fairchild & N. E.	1,747	335,821	21	1,395 25
23 Green Bay & Western	131,114	3,304,041	25.20	85,834 62
24 Hazelhurst & South Eastern ...	1,437	13,270	9.23	517 24
25 Iola & Northern	4,278	20,107	4.7	804 13
26 Glenwood & Northeastern ...				
27 Kewaunee, Green Bay & W. ...	25,589	533,679	25.86	16,010 38
28 Kickapoo Valley & Northern ...	1,111,830	214,619	18.1	5,950 70
29 Lake Sup. T. & T. R'y Co. ...				
30 Mattoon R'y Co.				
31 Milwaukee & Lake Win'bago ...				
32 Milwaukee & Superior	8,812	71,753	8.	2,268 30
33 Marshfield & South Eastern ...				
34 Marinette, Tomahawk & W. ...	11,622	89,445	7.7	3,659 20
35 Milwaukee & Wauwatosa ...				
36 Minnesota & Wisconsin ...				
37 Minneapolis, St. P. & Ashl'd ...				
38 M., St. P. & S. Ste. Marie ...	126,548	8,396,775	66.35	147,225 08
39 Northern Pacific	115,999	3,571,912	30.79	87,300 84
40 Northwestern Coal R'y Co. ...				
41 Oshkosh Transportation Co. ...				
42 Packwaukee & Montello ...				
43 Rice Lake, Dallas & Menom. ...	3,904		7.52	
44 St. Cloud, Grantsb. & Ashl'd ...				
45 Washburn, Bayfield & I. R. ...	6,206	130,327	21.	3,721 59
46 West Range				
47 Winona Bridge R'y Co.	19,176			4,794 07
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co. ...				
51 Wisconsin Central Co.	771,130	39,273,713	50.93	836,054 39
52 Hawthorn, Nebag. & Sup. ...				
53 St. Paul & Duluth	25,222	126,671	5.02	3,276 77

Passenger Traffic.

Passenger train mileage, Wisconsin, 1899 — Passenger traffic—Continued.

Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.	No.
cts. mills.	cts. mills.	cts. mills.			cts. mills.	
\$0 59.060	\$0 03.964		\$1,831 02	\$120 78	\$0 73.240	1
78.757	02.316		19,043 31	560 10	44.736	2
						3
						4
						5
11.050	02.862		2,030 20	206 90	16.172	6
			3,118,956 67	1,389 75	1 11.693	7
5.390	01.951	\$0 02.111	9,860,771 54	1,938 95	92.087	8
\$1 17.054	02.301		985,028 54	1,584 51	88.085	9
1 88.353	02.121		289,052 75	1,295 62		10
						11
13.261	04.420		1,245 68	415 23		12
43.011	02.607		41,855 07	458 38	57.057	13
						14
50	02.083	01.549	415 08	13,609 18	01.837	15
						16
1 07.853	02.312		67,962 12	607 08	89.577	17
						18
						19
						20
36.877	02.077		37,405 60	1,346 01	85.119	21
79.8	03.9	.012	1,395 25	51 67.5		22
65.466	02.598		110,774 17	492 33	71.209	23
25.994	03.898		613 33	36 08	09.608	24
18.8	04		1,043 79	222 08	11.826	25
						26
62.567	03		19,438 50	529 66	94.097	27
50.307	02.772		8,662 37	168 85.711	1 12.192	28
						29
						30
						31
25.741	03.161		3,346 09	133 62		32
			6,419 34	194 52.544		33
31.485	04.091	09.097	4,111 42	123 46.6	38.812	34
						35
						36
						37
1 16.339	01.753		206,649 16	761 36	88.994	38
75.259	02.444		101,382 58	1,160 38	1 36.343	39
						40
						41
						42
						43
						44
59	02.8	02.4	3,721 59	109 45	17	45
						46
25	24		4,794 07	4,654 43		47
						48
						49
						50
1 06.289	02.129		1,028,998 02	1,272 33	71.634	51
						52
12.992	02.587		4,180 68	304 05	56.086	53

Freight Traffic.

Freight Train Mileage, Wisconsin, 1899.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried of one mile.	Average dis- tance haul of one ton.	Total freight revenue.
1 Abbotsford & Northeastern.....	29,121	407,694	14.00	\$16,566 50
2 Annapee & Western.....	22,736			15,184 37
3 Ashland Siskiwit.....				
4 Big Falls R'y Co.....				
5 Bayfield Harbor & G. W.....				
6 Bayfield Transfer R'y.....	5,418	37,143	6.85	983 81
7 Chicago, Mil. & St. Paul.....				8,737,196 93
8 Chicago & Northwestern.....	6,898,292	1,058,055,272	154	9,287,377 29
9 C. St. P., M. & O.....	1,606,158	273,541,059	170.41	2,650,612 87
10 Chicago, Burlington & N.....	724,994	144,998,841	200	968,592 26
11 Chicago, L. Shore & East.....				
12 Chicago & Lake Superior.....	4,819	14,457	3	2,036 53
13 Chicago, Madison & North.....	112,499	3,435,048	30.53	56,237 70
14 Chicago, Wisconsin & Minn.....				
15 Chippewa River & Menom.....	85,000	2,040,000	24	27,907 26
16 Drummond & South West.....	50,970	509,700	10	15,949 19
17 Duluth, S. S. & Atlantic.....	232,521	16,129,727	69.37	144,997 71
18 Duluth Short Line.....				
19 Duluth, Superior & West.....	580,105			116,020 96
20 Dunbar & Wausaukee.....				
21 Eastern R'y Co. of Minn.....	3,877,117	70,897,048	18.29	454,669 38
22 Fairchild & North Eastern.....	71,177	792,596	11	30,566 94
23 Green Bay & Western.....	349,365	35,907,050	102.78	341,317 76
24 Hazelhurst & South East.....	100,556	954,824	9.49	17,764 61
25 Iola & Northern.....	14,938	70,209	4.7	5,640 31
26 Glenwood & Northeastern.....				
27 Kewaunee, G. Bay & West.....	121,589	3,667,959	30.16	52,253 85
28 Kickapoo Val. & North.....	36,684	1,263,951	34.4	26,503 31
29 Lake Sup. T. & T. R'y Co.....				
30 Mattoon R'y Co.....				
31 Milwaukee & L. Winnebago.....				
32 Milwaukee & Superior.....	113,929			31,395 52
33 Marshfield & South Eastern.....				31,404 83
34 Marinette, Tom. & West.....	69,333	935,995	13.50	30,288 37
35 Milwaukee & Wauwautosa.....				
36 Minnesota & Wisconsin.....				
37 Minneapolis, St. P. & Ashl'd.....				
38 M., St. P., & Sault Ste. Marie.....	1,732,514	263,404,961	152.03	1,161,942 74
39 Northern Pacific.....	1,134,234	20,890,476	18.42	241,096 80
40 Northwestern Coal R'y Co.....	455,716	1,595,006	3.5	27,482 69
41 Oshkosh Transportation Co.....				
42 Packwaukee & Montello.....				
43 Rice L., Dallas & Menom.....	22,637			
44 St. Cloud, G't's'h'g & Ashl'd.....				
45 Washburn, Bayfield & I. R.....	186,614	3,732,280	20	53,136 36
46 West Range.....				
47 Winona Bridge R'y Co.....				14,940 59
48 Wisconsin & Michigan.....				
49 Whitcomb & Morris.....				
50 Wisconsin Cent. R. R. Co.....				
51 Wisconsin Central Co.....	3,485,660	433,982,796	124.47	3,117,226 91
52 Hawthorn, Nebagamon & S.....				
53 St. Paul & Duluth.....	317,411	767,972	2.42	20,356 37

Freight Traffic.

Freight Train Mileage, Wisconsin, 1899.

Average amount received for each ton freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	No.
\$0 56.888	\$0 04.063	\$0 02.226	\$16,566 50	\$1,092 78	\$2 07.081	1
			15,184 36	446 60	35.671	2
						3
						4
						5
18.158	02.649		1,025 28	103 98	08.167	6
			8,785,613 84	5,323 13	1 96.620	7
1 34.809	00.878	00.467	9,298,801 50	5,719 77	1 86.701	8
1 65.131	969		2,652,938 07	4,267 51	1 84.583	9
1 33.006	00.668		968,592 26	4,341 51		10
						11
46.260	14.087		2,336 53	678 84		12
49.990	01.637		56,237 70	615 90	74.975	13
						14
32.832	01.368	01.017	27,907 26	914 93	1 23.483	15
31	03.100	02.500				16
62.353	00.899		145,421 21	1,298 98	1 21.570	17
						18
20			116,020 96	18,834 73		19
						20
11.727	00.641		454,799 98	16,365 59	3 74.845	21
42.9	03.9	01.3	30,566 94	1,132 11		22
97.697	00.961		343,718 85	1,527 64	1 45.067	23
17.666	01.861		17,764 61	1,044 97	92.756	24
37.758	08.034		5,640 31	1,200 06	63.906	25
						26
42.976	01.425		52,690 83	1,435 72	2 56.703	27
72.248	02.097		26,503 31	516 63	1 29.851	28
						29
						30
						31
27.557			31,395 62	1,253 81.869		32
				951 66.303		33
45.121	03.342	02.297	29,840 55	896 14.264	89.775	34
						35
						36
						37
67.086	00.441		1,162,711 66	4,283 81	1 93.364	38
2 12.564	01.154		241,957 29	2,769 34	2 62.247	39
06.031	01.723		27,482 69			40
						41
						42
						43
						44
28	01.4	01.97	53,136 36	1,562 83	1 37	45
						46
			14,940 59	14,505 42		47
						48
						49
89.40	00.718		3,146,224 76	3,890 23	1 80.802	50
						51
06.413	02.651		20,356 37	1,480 46	1 90.246	52
						53

Train Mileage.

Passenger and freight and train mileage, Wisconsin, 1899—Passenger and freight.

Name of Company.	Passenger and freight revenue.	Passenger and freight revenue per mile of road.	Passenger and freight earnings.	Passenger and freight earnings per mile of road.
1 Abbotsford & Northeastern.	\$17,600 06	\$1,160 95	\$18,397 52	\$1,213 56
2 Ahnapee & Western	29,804 04	876 58	34,227 68	1,006 70
3 Ashland Siskiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W....				
6 Bayfield Transfer R'y	2,946 76	298 86	3,055 48	309 88
7 Chicago, Mil. & St. Paul....	10,981,865 74	6,653 82	11,904,570 51	7,212 88
8 Chicago & Northwestern	11,909,625 38	7,325 71	12,451,013 44	7,658 72
9 C., St. Paul, M. & O.	3,461,156 79	5,567 60	3,637,966 61	5,852 02
10 Chicago, Burlington & North.	1,209,365 90	5,420 73	1,257,645 01	5,637 13
11 Chicago, Lake Shore & East.				
12 Chicago & Lake Superior	3,043 98	1,014 66	3,282 21	1,094 07
13 Chicago, Madison & North....	85,976 37	941 58	98,092 77	1,074 28
14 Chicago, Wis. & Minn.				
15 Chippewa Riv. & Menom.	28,322 34	928 60	28,322 34	928 60
16 Drummond & South Western				
17 Duluth, S. S. & Atlantic	199,148 91	1,778 91	213,383 33	1,906 06
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	487,642 20	17,547 39	492,205 58	17,711 60
22 Fairchild & North Eastern	32,151 52	1,183 78	32,151 52	1,183 78
23 Green Bay & Western	427,152 38	1,898 46	454,493 02	2,019 97
24 Hazelhurst & S. E.	18,281 85	1,075 40	18,377 94	1,081 06
25 Iola & Northern	6,444 49	1,371 17	6,634 10	1,422 15
26 Glenwood & Northeastern ..				
27 Kewaunee, Green Bay & W.	63,264 23	1,860 06	72,129 33	1,965 38
28 Kickapoo Valley & Northern	32,454 01	632 63	35,165 68	685 49
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon Railway Co.				
31 Milwaukee & Lake Win'ago ..				
32 Milwaukee & Superior	33,633 92	1,344 40	34,741 71	1,387 44
33 Marshfield & South Eastern	37,824 22	1,146 18		
34 Marinette, Tomahawk & W.	33,947 57	1,019 44	33,951 97	1,019 57
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P., & S. Ste. M.	4,048,778 91	3,181 58	4,322,227 05	3,396 45
39 Northern Pacific	328,397 64	3,758 70	343,339 87	3,929 72
40 Northwestern Coal R'y Co.	27,482 69	2,143 74	27,482 69	2,143 74
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bayfield & I. R.	56,857 95	1,672 29	56,857 95	1,672 29
46 West Range				
47 Winona Bridge R'y Co.	10,346 31	5,424 24	10,346 31	5,424 24
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	3,953,281 30	4,888 14	4,175,223 78	5,162 56
52 Hawthorn, Nebag. & Sup.				
53 St. Paul & Duluth	23,633 14	1,718 77	24,537 05	1,784 51

Train Mileage.

Passenger and freight and train mileage, Wisconsin, 1899—Passenger and freight—

Gross earnings from operation.	Gross earnings from operation per mile of road.	Expenses.	Expenses per mile of road.	Income from operation.	Income from operation per mile of road.	No.
\$20,040 38	\$1,321 92	\$9,177 24	\$605 36	\$10,863 14	\$723 16	1
34,227 68	1,006 70	19,514 91	573 97	14,712 77	432 73	2
						3
						4
						5
3,074 48	311 81	4,885 34	495 46	1,810 86	183 66	6
11,970 692 28	7,252 94	6,710 007 10	4,065 54	5,260 685 18	3,187 40	7
12,484 772 56	7,679 49	7,787 334 66	4,790 06	4,697 437 90	2,889 43	8
3,645 754 74	5,864 56	2,797 370 50	4,499 84	848,394 24	1,364 72	9
1,265,394 54	5,671 87					10
						11
3,282 21	1,094 07	4,069 68	1,356 56			12
98,132 77	1,074 72	121,372 08	1,329 23	23,239 31	254 51	13
						14
28,322 34	928 60	21,065 49	690 67	7,256 85	287 92	15
						16
213,806 93	1,909 84	159,317 05	1,423 11	54,489 83	486 73	17
						18
116,021 96	18,834 73	97,423 72	15,815 54	18,598 24	3,019 19	19
						20
520,971 01	18,746 78	343,417 20	12,337 58	177,553 85	6,389 13	21
31,778 34	1,176 97	9,106 89	337 29	15,551 45	575 98	22
454,493 02	2,019 97	373,958 64	1,662 04	80,534 38	357 93	23
18,377 94	1,081 06	13,243 50	779 03	5,134 44	302 03	24
6,706 38	1,426 89	5,326 34	1,133 26	1,380 04	293 62	25
						26
72,120 33	1,965 38	36,982 16	1,007 69	35,147 23	957 69	27
36,225 14	706 14	54,368 69	1,059 81	18,143 55	853 67	28
						29
						30
						31
35,008 71	1,398 11	22,902 61	914 64	72,106 10	483 47	32
		20 072 23	608 24	17,751 99	537 93	33
35,177 70	1,056 38	29,259 81	878 35	5,917 89	117 71	34
						35
						36
						37
4,348 585 04	3,417 17	2,589,604 57	2,034 94	1,758,920 47	1,382 23	38
417 840 47	4,782 49	196,044 59	2,243 84	221,794 88	2,538 58	39
36,008 69	2,808 79	27,403 09	2,137 53	8,606 60	671 26	40
						41
						42
						43
						44
56,857 95	1,672 29	76,765 01	2,257 88			45
						46
10,346 31	5,424 24	7,192 42	3,421 62	3,153 89	1,658 48	47
						48
						49
						50
4,180,721 54	5,169 36	2,629,567 69	3,251 40	1,551,153 85	1,917 96	51
						52
24,537 05	1,784 51	16,680 57	1,213 13	7,856 48	571 38	53

Train Mileage.

Passenger and freight and train mileage, Wisconsin, 1899.—Train mileage.

Name of Company.	Miles run by passenger trains.	Miles run by freight trains.
1 Abbotsford & Northeastern		500
2 Ahnapee & Western	425.68	42,568
3 Ashland & Siskiyou		
4 Big Falls Railway Co.		
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer Railway		
7 Chicago, Milwaukee & St. Paul	2,689,545	4,159,675
8 Chicago & Northwestern	3,339,541	4,729,926
9 Chicago, St. Paul, Minneapolis & Omaha	1,100,202	1,383,037
10 Chicago, Burlington & Northern		
11 Chicago, Lake Shore & Eastern		
12 Chicago, & Lake Superior		
13 Chicago, Madison & Northern	73,357	75,009
14 Chicago, Wisconsin & Minnesota		
15 Chippewa River & Menomonic	22,600	
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic	75,702	119,115
18 Duluth Short Line		
19 Duluth, Superior & Western		
20 Dunbar & Wausaukee		
21 Eastern Railway Co. of Minnesota	43,945	121,330
22 Fairchild & North Eastern		
23 Green Bay & Western	133,964	172,114
24 Hazelhurst & South Eastern		
25 Iola & Northern		
26 Glenwood & Northeastern		
27 Kewaunee, Green Bay & Western	22,912	24,780
28 Kickapoo Valley & Northern	420	146
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon Railway Co.		
31 Milwaukee & Lake Winnebago		
32 Milwaukee & Superior		
33 Marshfield & South Eastern		
34 Marinette, Tomahawk and Western		1,460
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin		
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie	904,662	1,634,114
39 Northern Pacific	74,358	92,263
40 Northwestern Coal Railway Co.		
41 Oshkosh Transportation Co.		
42 Packwaukee & Montello		
43 Rice Lake, Dallas & Menomonic		
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River	21,892	38,520
46 West Range		
47 Winona Bridge Railway Co.		
48 Wisconsin & Michigan		
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.		
51 Wisconsin Central Co.	1,424,092	1,703,045
52 Hawthorn, Nebagamom & Superior		
53 St. Paul & Duluth	4,802	2,744

Train Mileage.

Passenger and freight and train mileage, Wisconsin, 1899.—Train mileage—

Miles run by mixed trains.	Total mileage trains earning revenue.	Miles run by switching engines.	Miles run by construction and other trains.	Grand total train mileage.	No.
9,500	10,000	500	100	10,600	1
				42,568	2
					3
					4
					5
12,554	12,554			12,554	6
411,537	7,260,757				7
334,105	8,403,662	2,636,752	489,289	11,529,703	8
72,296	2,555,535	456,406	129,701	3,141,642	9
	121,931				10
	148,366	10,372	5,851	164,589	11
	22,600			22,600	12
672	195,489		6,952	202,441	13
					14
	165,275		24,132	189,407	15
86,388	392,466	66,900	18,116	477,482	16
	25,536	14,400		39,936	17
	8,826			8,826	18
	47,692			47,692	19
29,206	29,772		400	30,172	20
					21
					22
					23
					24
					25
					26
					27
					28
					29
					30
					31
					32
42,372		4,760	2,600	55,630	33
					34
					35
					36
382,328	2,921,104	399,974	117,668	3,438,746	37
	166,621		4,674	171,295	38
					39
					40
					41
					42
					43
	60,412			60,412	44
					45
					46
					47
					48
					49
49,474	3,176,611	481,044	347,148	4,004,803	50
10,608	18,154	12,184		30,338	51
					52
					53

Train Mileage.

Passenger and freight train mileage, Wisconsin, 1899.—Mileage of cars and average of loads.

Name of Company:	Mileage of loaded freight cars north or east.	Mileage of loaded freight cars south or west.	Mileage of empty freight cars north or east.	Mileage of empty freight cars south or west.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Ashland Slakiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	25,108	12,554	12,554	12,554
7 Chicago, Milwaukee & St. P.				
8 Chicago & Northwestern	41,859,843	42,422,778	16,075,543	13,757,204
9 C. St. P. M. & O.				
10 Chicago, Burlington & N.				
11 Chicago, Lake Shore & E.				
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n	246,797	321,871	116,331	80,286
14 Chicago, Wis. & Minn.				
15 Chippewa River & Menom.		11,300	11,300	
16 Drummond & South Western				
17 Duluth, So. Shore & Atl.	818,616	378,513	124,233	603,134
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	1,636,108	1,893,280	697,358	451,526
22 Fairchild & North Eastern				
23 Green Bay & Western	1,309,739	1,199,840	299,052	518,503
24 Hazelhurst & South Eastern	11,180	108,866	108,866	11,180
25 Iola & Northern				
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.	137,562	133,508	53,399	36,450
28 Kickapoo Valley & Northern				
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & Lake Win'ago				
32 Milwaukee & Superior				
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.	55,630	4,660	2,082	57,980
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & S. Ste. M.	7,962,698	8,495,605	1,096,226	1,241,553
39 Northern Pacific	998,433	647,608	225,942	528,462
40 Northwestern Coal R'y Co.	34,344	34,344	34,344	
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bafeld & I. R.	357,221	31,062	24,406	305,081
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	15,911,681	17,009,878	7,456,788	5,701,318
52 Hawthorn, Nebagm. & Sup.				
53 St. Paul & Duluth	28,225	40,588	16,895	5,901

Train Mileage.

Passenger and freight train mileage, Wisconsin, 1899.—Mileage of cars and average of loads—Continued.

Average number of freight cars in train.	Average number of loaded cars in train.	Average number of empty cars in train.	Average number of tons of freight in train.	Average number of tons of freight each loaded train.	Mileage upon which based.	No.
.....	.....	.....	.....	.....	15.16	1
.....	.....	.....	.....	.....	34	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
5	3	2	3	1	9.86	5
22.54	16.64	5.90	208.93	12.55	1,625.73	6
.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	10
10.20	7.58	2.62	45.80	6.4	91.31	11
.....	.....	.....	.....	.....	.....	12
15	15	15	180	12	24	13
.....	.....	.....	.....	.....	.....	14
23	14	9	175.62	12.53	111.95	15
.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	19
38.56	29.9	9.47	584.33	20.9	27.79	20
.....	.....	.....	.....	.....	.....	21
25	18	7	144	8	225	22
16	8	8	62	8	17	23
.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	25
9	7	2	98	14	36.70	26
.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	32
4.1	2.3	1.8	32.5	16¼	33.30	33
.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	36
27	23	4	377	16.4	271.42	37
26.31	17.84	8.47	226.42	12.69	87.37	38
.....	.....	.....	.....	23.22	12.82	39
.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	42
18	10	8	165	16	34	43
.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	48
26	18	8	250	14	808.75	49
6.86	5.15	1.71	57.52	11.16	13.75	50
.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	53

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded).

NAME OF COMPANY	PRODUCTS OF AGRICULTURE			
	Grain.	Flour.	Other mill products.	Hay.
1 Abbotsford & Northeastern				
2 Ahnapee & Western	4,028	258		1,877
3 Ashland Siski'wit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & Gt. West.				
6 Bayfield Transfer R'y	103			104
7 Chicago, Mil. & St. Paul	453,393	81,142	30,448	21,936
8 Chicago & Northwestern	442,756	117,697	46,996	33,042
9 Chicago, St. P., M. & O.	146,978	31,591	14,538	42,296
10 Chicago, Burlington & N.				
11 Chicago, L. Shore & Eastern				
12 Chicago & Lake Superior				
13 Chicago, Madison & North.	9,989	2,569	1,006	93
14 Chicago, Wisconsin & Minn.				
15 Chippewa Riv. & Menom.				
16 Drummond & South Western				
17 Duluth, South Shore & Atl.	38,250	33,344	9,458	5,169
18 Duluth Short Line				
19 Duluth, Superior & West.				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern	761	187		78
23 Green Bay & Western	68,364	28,768		8,510
24 Hazelhurst & South East.	193	58	70	275
25 Iola & Northern	223	188		305
26 Glenwood & Northeastern				
27 Kewaunee, G. Bay & West.	27,433	13,499		3,232
28 Kickapoo Val. & Northern	1,511.8	108.4	16.1	
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior	4,359	241	679	134
33 Marshfield & South Eastern				
34 Marinette, Tom. & Western	304	554	386	1,210
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	3,726	537	885	619
37 Minn., St. Paul & Ashland				
38 M., St. P. & Sault St. Marie	135,804	324,818	19,529	8,968
39 Northern Pacific	724,026	26,109	4,518	7,396
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice L., Dallas & Menom.	466		146	490
44 St. Claud, G'tsb'g & Ashl'd.				
45 Washburn, Bayfield & I. R.	52			175
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	3,238	857	643	328
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	107,271	190,793	58,628	15,757
52 Hawthorn, Nebaramon & S.				
53 St. Paul & Duluth	135,464	1,133	7,551	1,873

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded).—Continued.

PRODUCTS OF AGRICULTURE.			Freight originating on road in Wisconsin Whole tons.	Freight received from this road or originating outside of Wisconsin and all other freight received from connecting roads and carriers, whole ton.	TOTAL FREIGHT TONNAGE.	
Tobacco.	Cotton.	Fruit and vegetables			Whole ton.	Per cent.
.....	.....	1,945	7,172	936	8,108	177.16
.....	.....	.....	207	.....	207	3.82
28,481	*20,937	71,847	433,572	342,533	608,384	14,720
8,147	125	127,342	227,635	35,354	786,105	13.91
3,052	.....	24,542	.....	.....	252,999	18.53
.....
65	.....	1,546	7,459	7,909	14,268	13.51
.....	.....	1,088	59,457	27,852	87,309	37.54
.....
.....	.....	311	1,272	65	1,337	1.877
.....	.....	59,818	91,260	74,220	165,460	47.35
1	.....	108	.....	705	705	.71
.....	.....	9,108	9,354	542	9,896	63.24
.....	.....	3,834	11,434	36,614	48,048	39.51
476.4	.....	317.8	2,297.5	133	2,430.5	6.63
.....
2	†182	509	4,391	1,725	6,116	5.35
2	.....	79	461	2,074	2,535	3.66
1	.....	21	4,387	902	5,289	11.5
.....	‡734	10,847	494,722	5,968	500,630	23.91
.....	§155	5,246	8,868	758,592	767,450	67.65
.....
.....	.....	185	8 24	453	1,297	5.63
.....	.....	.....	.....	227	227	.200
.....
.....	.....	50	217	4,949	5,166	4.10
1,238	†149,871	11,649	239,227	295,960	535,187	15.32
.....	.....	6,157	13,512	138,666	152,178	47.93

*Other agricultural products.

†Potatoes.

‡Other products.

§Hops.

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded).—Continued.

NAME OF COMPANY.	PRODUCTS OF ANIMALS.				
	Live stock.	Dressed meats.	Other packing house products.	Poultry, game and fish.	Wool.
1 Abbotsford & Northeast.....					
2 Ahnapee & Western.....	716			385	9
3 Ashland Siskiwi.....					
4 Big Falls R'y Co.....					
5 Bayfield Harb. & G. W.].....					
6 Bayfield Transfer R'y.....	41			35	
7 Chicago, Mil. & St. P.....	135,226	25,474	9,164	2,943	2,185
8 Chicago & Northwestern.....	139,276	4,361	79,903	4,993	1,029
9 C., St. P., M. & O.....	22,925	1,250	1,456	998	227
10 Chicago, Bur. & North.....					
11 Chicago, L. S. & Eastern.....					
12 Chicago & Lake Sup.....					
13 Chicago, Madison & N.....	12,436		67	190	117
14 Chicago, Wis. & Minn.....					
15 Chippewa Riv. & Menom.....					
16 Drummond & So. West.....					
17 Duluth, So. Shore & At.....	1,098	1,922	251		755
18 Duluth Short Line.....					
19 Duluth, Sup. & Western.....					
20 Dunbar & Wausaukee.....					
21 East. R'y Co. of Minn.....					
22 Fairchild & North East.....	283				
23 Green Bay & Western.....	10,261			308	
24 Hazelhurst & So. East.....	4	203	44	1	
25 Iola & Northern.....	20				
26 Glenwood & Northeast.....					
27 Kewaunee, G. B. & W.....	2,368			597	
28 Kickapoo Val. & North.....	4,286.7			20	62.6
29 L. S. T. & T. R'y Co.....					
30 Mattoon R'y Co.....					
31 Mil. & L. Winnebago.....					
32 Mil. & Superior.....	451		1		
33 Marshfield & So. Eastern.....					
34 Marinette, Tom. & West.....	44	50	4		
35 Milwaukee & Wauwatosa.....					
36 Minnesota & Wisconsin.....	1,216	1		10	37
37 Minn., St. P. & Ashland.....					
38 M., St. P. & Sault S. M.....	2,156	2,980		2,627	2,394
39 Northern Pacific.....	1,680	60	460	6,325	1,273
40 Northwest Coal R'y Co.....					
41 Oshkosh Transport. Co.....					
42 Packwaukee & Montello.....					
43 Rice L., Dallas & Men.....	30				
44 St. Cloud, G'tsb'g & A.....					
45 Wash'n, Bay'd & I. R.....	4	10			
46 West Range.....					
47 Winona Bridge R'y Co.....					
48 Wisconsin & Michigan.....			126		
49 Whitcomb & Morris.....					
50 Wisconsin Cen. R. R. Co.....					
51 Wisconsin Central Co.....	21,429	2,433	5,187	1,637	1,007
52 Haw., Nebagamom & S.....					
53 St. Paul & Duluth.....	617	386	220		

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded).—Continued.

PRODUCTS OF ANIMALS.		Freight originating on road in Wisconsin. Whole tons.	Freight received from this road originating outside of Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.		No.
Hides and leather.	All other.			Whole tons.	Per cent.	
		1,004	106	1,110	48.81	1
23,957						2
		76		76	1.40	3
12,509	37,367			224,869	4.631	4
23,957	223,604	223,604	22,015	255,519	4.55	5
97		18,785	8,178	25,953	1.90	6
						7
290		12,254	846	13,100	11.63	8
						9
12		214	3,324	4,038	.74	10
						11
		273	10	283	.397	12
		10,141	428	10,569	3.3	13
2		3	251	254	.24	14
			20	20	.13	15
						16
		2,434	531	2,965	2.44	17
	37	4,401.3	5	4,406.3	12	18
						19
		421	31	452	.40	20
		14	84	98	.14	21
6		1,270		1,270	2.90	22
						23
963		8,678	2,442	11,120	.65	24
40		89	9,729	9,818	.86	25
						26
		30		30	.13	27
			14	14	.2	28
						29
			126	126	.1	30
18,175		31,785	18,063	49,868	1.43	31
		461	762	1,223	.38	32
						33
						34
						35
						36
						37
						38
						39
						40
						41
						42
						43
						44
						45
						46
						47
						48
						49
						50
						51
						52
						53

Freight Traffic.

Freight traffic movement, Wisconsin, 1899. (company's material excluded)—
Product of mines.

Name of Company.	Coal, anthracite.	Coal, bituminous.	Coke.	Ores.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western		100		
3 Ashland Siskiwit				
4 Big Falls Railway Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Trasfer Railway.....	53			
7 Chicago, Milwaukee & St. L. ..	302,463	246,923	4,356	68,962
8 Chicago & Northwestern	365,055	310,001	5,300	283,755
9 C., St. P., M. & O.	127,495	228,443	317	3,324
10 Chicago, Burlington & N.				
11 Chicago, Lake Shore & E.				
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n ..	4,549	12,530	160	95
14 Chicago, Wis. & Minn.				
15 Chippewa River & Menom.				
16 Drummond & South Western ..				
17 Duluth, South Shore & Atl.	725	188		217
18 Duluth Short Line				
19 Duluth, Superior & Western ..				580,105
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern		680		
23 Green Bay & Western	3,395	11,631		
24 Hazelhurst & South Eastern ..	21	16		
25 Iola & Northern	26			
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.	429	35,699		
28 Kickapoo Valley & Northern ..	102.7			
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon Railway Co.				
31 Milwaukee & Lake Win'bago ..				
32 Milwaukee & Superior	1,191	2,310	77	
33 Marshfield & South Eastern ..				
34 Marinette, Tomahawk & W.	350	224	35	
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin		758	766	
37 Minneapolis, St. P. & Ashl'd ..				
38 M., St. P. & S. Ste. M.	36,516	72,177		278,040
39 Northern Pacific	52,591	44,204	20,000	9,421
40 Northwestern Coal R'y Co.	74,053	380,751	911	
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.	65	20		
44 St. Cloud, Grantsb. & Ashl'd ..				
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan			100	
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	46,544	187,324	3,926	1,339,769
52 Hawthorn, Nebaz. & Sup.				
53 St. Paul & Duluth	57,530	58,147	243	

Freight Traffic.

Freight traffic movement, Wisconsin, 1899. (company's material excluded)—
Product of mines—Continued.

Stone, sand and other like articles.	Originating on this road in Wisconsin. Whole tons.	Freight received from the road or- iginating outside of Wisconsin, all other freight re- ceived from con- necting roads and carriers.	Whole tons.	Per cent.	No.
20		120	120	5.26	1
					2
					3
					4
	53		53		5
178,441			796,145	16.544	6
166,807	1,039,535	103,383	1,130,918	20.28	7
15,937	371,123	4,393	375,816	26.46	8
					9
					10
					11
227	223	17,338	17,561	23.6	12
					13
					14
					15
					16
1,616	931	1,815	2,746	1.17	17
					18
			530,105	100	19
					20
					21
		680	680	.955	22
3,219	8,195	10,050	18,245	5.22	23
	37		37	.2	24
		26	26	.17	25
					26
316	36,368	76	36,444	29.97	27
	102.7		102.7	2.73	28
					29
					30
82,176	81,783	3,947	85,754	75.31	31
					32
239	225	623	848	1.21	33
					34
189		1,713	1,713	3.91	35
					36
6,061	637,348	392,446	392,794	22.68	37
986	817	126,445	137,262	11.23	38
	455,715		455,715	100	39
					40
					41
		85	85	.36	42
					43
					44
					45
					46
1,197	1,197	100	1,297	1.3	47
					48
59,415	422,327	1,164,651	1,586,978	45.52	49
					50
5,813	118,790	2,943	121,733	38.44	51
					52
					53

Freight Traffic.

Freight traffic movement, Wisconsin, 1899. (company's material excluded)—
Product of the forest.

Name of Company.	Lumber.	Other forest products.	Freight originating on line in Wisconsin. Whole tons.
1 Abbotsford & Northeastern			
2 Ahnapee & Western	6,284	797	5,998
3 Ashland Siskiyou			
4 Big Falls Railway Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y	668	4,037	4,703
7 Chicago, Milwaukee & St. Paul		1,678,840	
8 Chicago & Northwestern	1,622,577		1,445,413
9 Chi., St. P., Minn. & Omaha	379,141		353,674
10 Chicago, Burlington & Northern			
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern	25,934		1,702
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonic	85,000		85,000
16 Drummond & South Western	50,590		50,590
17 Duluth, South Shore & Atlantic	53,347	47,231	73,700
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern	19,932	46,490	66,169
23 Green Bay & Western	83,415		53,938
24 Hazelhurst & South Eastern	23,376	75,773	119,147
25 Iola & Northern	3,423		3,381
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	14,095		5,343
28 Kickapoo Valley & Northern	6,928	16,885	21,448
29 Lake Superior Term. & Transfer R'y Co.			
30 Mattoon Railway Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	3,364	166	275
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	46,108	17,460	19,616
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	6,666	25,389	31,123
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	667,026	28	637,569
39 Northern Pacific	41,394	72,664	85,161
40 Northwestern Coal Railway Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonic	18,177	1,800	19,860
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	43	185,347	185,347
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan	37,546	66,118	103,664
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			
51 Wisconsin Central Co.	348,838	360,233	586,846
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth	8,177	14,733	16,397

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded)—
Product of the forest.

Name of Company.	Other freight received from connecting roads. Whole tons.	Total freight tonnage. Whole tons.	Per cent.
1 Abbotsford & Northeastern			95
2 Ahnapee & Western	1,083	7,061	31
3 Ashland Siskiwi			
4 Big Falls Railway Co.			
5 Bayfield Harbor & Great Western ..		4,703	86.8
6 Bayfield Transfer Railway		1,678,840	34,882
7 Chicago, Milwaukee & St. Paul		1,622,577	29.9
8 Chicago & Northwestern	177,164	379,141	26.7
9 Chicago, St. P., Minneapolis & Omaha ..	25,467		
10 Chicago, Burlington & Northern			
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern	24,332	25,934	23.6
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonee		85,000	
16 Drummond & South Western		50,590	
17 Duluth, South Shore & Atlantic	28,874	102,578	44.12
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & North Eastern	253	66,422	95.377
23 Green Bay & Western	29,477	83,415	23.88
24 Hazelhurst & South Eastern	2	119,149	98.6
25 Iola & Northern	42	3,423	22.92
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	8,752	14,085	11.59
28 Kickapoo Valley & Northern	2,366	23,814	64.92
29 Lake Superior Term. & Trans. R'y Co.			
30 Mattoon Railway Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	3,250	3,530	3.9
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	43,952	63,563	91.7
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	932	32,035	73.2
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & S. Ste. Marie ..	29,485	667,064	38.5
39 Northern Pacific	28,897	114,053	10.6
40 Northwestern Coal R'y Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonee	117	19,977	88.25
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	43	185,390	.2
46 West Range			
47 Winona Bridge Railway Co.			
48 Wisconsin & Michigan		103,664	82.26
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			
51 Wisconsin Central Co.	122,225	709,071	20.34
52 Hawthorn, Nebagamom & Superior			
53 St. Paul & Duluth	6,513	22,910	7.22

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded)—
Manufactures.

Name of Company.	Petroleum and other oils.	Sugar.	Naval stores.	Iron, pig and blown.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Ashland Siskiwi				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer Railway				
7 Chicago, Milwaukee & St. P.	2,641			171,711
8 Chicago & Northwestern	11,137	13,573	176	50,148
9 C., St. P., M. & O.	3,575	1,978	17	1,950
10 Chicago, Burlington & Nor.				
11 Chicago, Lake Shore & E.				
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n	822	481		41
14 Chicago, Wis. & Minn.				
15 Chippewa River & Menom.				
16 Drummond & South Western				
17 Duluth, So. Shore & Atlantic	251	1,561		574
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern	96	60		
23 Green Bay & Western	523	416		
24 Hazelhurst & S. E.	40	31		
25 Iola & Northern	60			
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.	93	1,251		
28 Kickapoo Valley & Northern	25			
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon Railway Co.				
31 Milwaukee & Lake Win'bage				
32 Milwaukee & Superior	16	4		44
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.	5	48		98
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin	141			
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & S. Ste. M.	7,394	7,915		14,331
39 Northern Pacific	10,127	3,238		21,778
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.	24	41		
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge Railway Co.				
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	22,186	4,574		15,120
52 Hawthorn, Nebag. & Sup.				
53 St. Paul & Duluth	3,563			394

Freight Traffic.

Freight traffic movement, Wisconsin, 1899, (company's material excluded)—
Manufactures—Continued.

Iron and steel rails.	Other cast- ings and machinery	Bar and sheet metal.	Cement, brick and lime.	Agricultural implements.	Wagons, car- riages, tools, etc.	No.
.....	190	109	50	211	97	1
.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	6
32,357	42,652	38	109,346	44,422	21,772	7
23,424	50,890	83,111	139,028	33,247	40,334	8
9,552	6,949	3,652	17,864	4,379	1,912	9
.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
.....	1,018	829	1,065	671	248	12
.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	15
2,544	3,251	373	2,136	44	104	16
.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	21
.....	1,672	3,626	220	.....	20	22
.....	44	25	3,747	1,442	215	23
.....	21	44	31	.....	7	24
.....	.....	.....	307	91	10	25
.....	.....	.....	.....	.....	.....	26
.....	417	807	1,326	249	97	27
.....	85	.....	203	253	32	28
.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	30
.....	155	13	1,128	.52	30	31
.....	.....	.....	.....	.....	.....	32
128	125	.....	317	.08	17	33
.....	.....	.....	.....	.....	.....	34
.....	246	.....	720	.95	19	35
.....	.....	.....	.....	.....	.....	36
12,826	12,830	14,797	7,532	1,337	841	37
6,249	996	1,991	15,787	102	251	38
.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	41
.....	23	91	124	116	41	42
.....	.....	.....	.....	.....	.....	43
.....	12	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	46
1,134	983	.....	654	516	151	47
.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	49
16,672	23,220	18,915	30,005	5,973	11,391	50
.....	.....	.....	.....	.....	.....	51
21	3,327	32	963	238	.....	52
.....	.....	.....	.....	.....	.....	53

Freight Traffic.

Freight traffic movement, Wisconsin, 1899—Merchandise and miscellaneous products, (company's material excluded).

NAME OF COMPANY.	Merchandise.	Miscellaneous other commodities not mentioned heretofore.	Freight originating on this line in Wisconsin Whole tons.	Freight received from this road and other freight from connections. Whole tons.
1 Abbotsford & Northeastern..				
2 Ahnapee & Western	3,626	1,663	2,557	2,740
3 Ashland Siskiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & Gt. W.				
6 Bayfield Transfer R'y	324		324	
7 Chicago, Milwaukee & St. P.	482,304	246,178		
8 Chicago & Northwestern ...	476,475	643,103	904,585	214,993
9 Chicago, St. P., M. & O.	74,168	237,118	237,067	74,219
10 Chicago, Burlington & North.				
11 Chicago, L. Shore & East.				
12 Chicago & Lake Superior....				
13 Chicago, Madison & North....	4,638	23,239	23,305	10,632
14 Chicago, Wisconsin & Minn....				
15 Chippewa Riv. & Menom.			85,000	
16 Drummond & South Western	330			
17 Duluth, So. Shore & Atl....	24,232			
18 Duluth Short Line				
19 Duluth, Superior & West....				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North East....	1,040	990	1,638	842
23 Green Bay & Western	22,165	33,344	32,467	23,640
24 Hazelhurst & South Eastern	102	67	25	144
25 Iola & Northern	861	147	185	833
26 Glenwood & Northeastern....				
27 Kewaunee, Green Bay & W.	9,201	5,897	8,004	7,094
28 Kickapoo Val. & Northern....	3,753	424	168	2,927
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago....				
32 Milwaukee & Superior	498	15,990	13,765	2,225
33 Marshfield & South Eastern....				
34 Marinette, Tom. & West....	912	469	606	775
35 Milwaukee & Wauwatosa....				
36 Minnesota & Wisconsin....	1,415	453	642	1,226
37 Minn., St. Paul & Ashl'd.				
38 M., St. P. & Sault St. Marie	37,317	38,877	19,781	56,413
39 Northern Pacific		51,549	18,953	32,536
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice L., Dallas & Menom.	563	171	113	621
44 St. Cloud, G'tsb'g & Ashl'd.				
45 Washburn, Bayfield & I. R.	817	154	77	894
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	5,531	6,449	11,174	804
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.	258,667	170,209	263,113	165,763
52 Hawthorn, Nebagamon & S.				
53 St. Paul & Duluth		10,183	3,517	6,666

Freight Traffic.

Freight traffic movement, Wisconsin, 1899—Merchandise and miscellaneous products, (company's material excluded).

Total freight tonnage.	Per cent.	Grand total freight originating on road named in Wisconsin. Whole tons.	Grand total freight received from this road originating outside of Wisconsin and all other freight received from connecting roads and carriers. Whole tons.	GRAND TOTAL FREIGHT TONNAGE.		No.
				Whole tons	Per cent.	
.....	.....	28,031	1,090	29,121	.....	1
5,204	.....	16,231	5,915	22,736	100	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	5
324	.....	5,418	.....	5,418	100	6
728,482	15.136	.....	.....	4,812,771	100	7
1,149,578	11.53	4,663,514	914,760	5,576,274	100	8
311,286	16.69	1,234,017	186,067	1,420,084	100	9
.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	11
83,937	26.6	46,446	66,054	112,499	100	12
.....	.....	.....	.....	.....	.....	13
.....	.....	85,000	.....	.....	.....	14
.....	.....	50,970	.....	50,970	.....	15
.....	.....	144,696	87,825	232,521	100	16
.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	580,105	100	18
.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	20
2,030	.....	69,912	2,265	71,177	.....	21
56,107	16.6	204,238	145,127	349,365	100	22
169	.17	99,204	1,352	100,556	100	23
1,008	6.74	12,942	1,996	14,938	100	24
.....	.....	.....	.....	.....	.....	25
15,088	12.42	67,723	53,866	121,589	100	26
4,177	2.25	29,640	7,043	36,684	100	27
.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	30
15,990	14.4	101,698	12,231	113,929	100	31
.....	.....	.....	.....	.....	.....	32
1,331	1.99	20,986	48,347	69,333	100	33
.....	.....	.....	.....	.....	.....	34
1,868	3.25	37,522	6,373	43,895	100	35
.....	.....	.....	.....	.....	.....	36
76,194	4.39	1,196,312	526,202	1,732,514	100	37
51,549	4.65	127,592	1,006,642	1,134,244	100	38
.....	.....	455,715	.....	455,715	100	39
.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	41
734	3.24	21,003	1,634	22,637	100	42
.....	.....	.....	.....	.....	.....	43
971	50.63	185,424	1,190	186,614	100	44
.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	46
11,980	9.51	117,813	8,196	126,009	100	47
.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	49
428,876	12.30	1,606,340	1,880,320	3,486,660	100	50
.....	.....	.....	.....	.....	.....	51
10,183	3.20	458,791	158,620	317,411	100	52
.....	.....	.....	.....	.....	.....	53

Freight Traffic.

Freight traffic movement, 1899,—Manufactures (company's material excluded)—
Continued.

Name of Company.	All other freight received from connecting roads and carriers. Whole tons.	Total freight tonnage. Whole tons.	Total freight tonnage. Whole tons.
1 Abbotsford & Northeastern			
2 Ahnapee & Western	933	1,023	39.48
3 Ashland Siskiwit			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western.....		55	1.2
6 Bayfield Transfer R'y		676,352	13,992
7 Chicago, Milwaukee & St. Paul	57,532	675,537	12
8 Chicago & Northwestern	47,566	64,189	4.52
9 Chicago, St. Paul, Minneapolis & Omaha			
10 Chicago, Burlington & Northern			
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern	5,197	6,799	5.99
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonie			
16 Drummond & South Western			
17 Duluth, South Shore & Atlantic.....	8,987	11,558	4.98
18 Duluth Short Line			
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern R'y Co. of Minnesota			
22 Fairchild & North Eastern	415	425	.594
23 Green Bay & Western	7,332	15,569	4.6
24 Hazelhurst & South Eastern	218	242	.25
25 Iola & Northern	533	565	3.8
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western	799	4,939	3.95
28 Kickapoo Valley & Northern	587	1,048	3.2
29 Lake Sup. Terminal & Transfer R'y Co.			
30 Mattoon Railway Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior	590	1,589	1.38
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	849	903	1.3
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	1,600	1,700	3.87
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	49,448	84,642	4.88
39 Northern Pacific	50,383	64,097	5.65
40 Northwestern Coal Railway Co.			
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie	348	524	2.34
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River	12	12	.1
46 West Range			
47 Winona Bridge Railway Co.			
48 Wisconsin & Michigan	2,407	3,776	3
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			
51 Wisconsin Central Co.	113,754	176,796	5.7
52 Hawthorn, Nebagamon & Superior			
53 St. Paul & Duluth	3,070	9,184	2.88

Equipment.

Description of equipment — Whole line, 1899 — Locomotives.

NAME OF COMPANY.	PASSENGER.		FREIGHT.		SWITCHING.		LEASED.	
	N'mb'r added during year.	Total num'b'r at end of year.	N'mb'r added during year.	Total num'b'r at end of year.	N'mb'r added during year.	Total num'b'r at end of year.	N'mb'r added during year.	Total num'b'r at end of year.
1 Abbotsf'd & North'n.			1					
2 Abnapee & Western.	1	2						
3 Ashland Siskiwt.								
4 Big Falls R'y Co.								
5 Bayfield H. & G. W.								
6 Bayfield Trans. R'y								
7 Chicago, M. & St. P.	2	212	*15	486	11	115		
8 Chicago, N. & W.		218		657		135		
9 Chi. St. P. & M. & O.		58		171		40		
10 Chicago, B. & N.		12		38		8		
11 Chicago, L. S. & E.						10		47
12 Chicago & Lake Sup.		1						
13 Chicago, Mad. & N.		5						
14 Chicago, Wis. & M.				10				
15 Chippewa River & M.				3				
16 Drummond & S. W.				3				
17 Duluth S. S. & A.		29		46		18		
18 Duluth Short Line.								
19 Duluth, Sup. & W.								
20 Dunbar & Wausa'kee								
21 East'n R'y Co. of M.	4	22	14	45	5	11		
22 Fairchild & N. E.	1	4						
23 Green Bay & West'n.	2	7		16		2		
24 Hazelhurst & S. E.				1		1		
25 Iola & Northern				1				
26 Glenwood & North'n								
27 Kewaunee, G. B. & W.		1		1				
28 Kickapoo V. & N.		3						
29 L. S. T. & T. R'y Co.						7		
30 Mattoon R'y Co.								
31 Milwaukee & Lake W.		2		2		1		
32 Milwaukee & -up'or.	1	1	1	2	1	1		
33 Marshfield & S. E.	1	2		1				
34 Marinette, T. and W.			2	3	3	3		
35 Milw. & Wauwatosa.				3				
36 Minnesota & Wis.								
37 Min'ap'lis, St. P. & A.								
38 M., St. P. & S. Ste. M.		23		69		10		
39 Northern Pacific.	4	78	22	406	2	86		
40 North'n C. R'y Co.		1				1		
41 Oshkosh Transp. Co.				1		1		
42 Packwaukee & M.								
43 Rice Lake, D. & M.		1						
44 St. Cloud, G. & A.								
45 Washburn, B. & I. R.		1		6				
46 West Range								
47 Winona B. R'y Co.								
48 Wisconsin & Mich.		2		3		1		
49 Whitcomb & Morris.								
50 Wis. Cent. R. R. Co.			4	4				
51 Wisconsin Cent. Co.		5	3	25		4		71
52 Hawthorn, N. & S.								
53 St. Paul & Duluth.		21	†1	29	†2	9		

* Condemned.

† Sold.

Equipment.

Description of equipment, whole line, 1899—Cars in passenger service.

NAME OF COMPANY.	FIRST CLASS.		SECOND CLASS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotsford & Northeastern				
2 Ahnapee & Western		1		
3 Ashland Siskiwit				
4 Big Falls Railway Co.				
5 Bayfield Harbor & G. W.]				
6 Bayfield Transfer Railway]				
7 Chicago, Mil. & St. Paul	6	173	7	217
8 Chicago & Northwestern	2	483		44
9 C., St. P., M. & O.		78		17
10 Chicago, Burlington & Nor.		20		
11 Chicago, Lake Shore & E.				
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n				
14 Chicago, Wis. & Minn.		7		4
15 Chippewa River & Menom.				
16 Drummond & South Western				
17 Duluth, South Shore & Atl.		15		8
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	1	9		
22 Fairchild & North Eastern				
23 Green Bay & Western		6		6
24 Hazelhurst & S. E.				
25 Iola & Northern				
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.		2		
28 Kickapoo Valley & Northern		1		
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon Railway Co.				
31 Milwaukee & Lake Win'bago		1		2
32 Milwaukee & Superior	1	1		
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.	1	1		
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & S. Ste. M.		15		14
39 Northern Pacific	15	85	13	83
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Graustb. & Ashl'd				
45 Washburn, Bayfield & I. R.		1		
46 West Range				
47 Winona Bridge Railway Co.				
48 Wisconsin & Michigan				1
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				6
51 Wisconsin Central Co.		9		
52 Hawthorn, Nebgmn & Sup.				
53 St. Paul & Duluth		17		17

*Sold

Equipment.

Description of equipment, whole line, 1899—Cars in passenger service—Continued.

COMBINATION.		EMIGRANT.		DINING CARS.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
	1					1
						2
						3
						4
						5
	1					6
	14				8	7
9	115				9	8
	25				1	9
	2				2	10
						11
	1					12
						13
	1					14
	1					15
						16
	8					17
						18
						19
						20
1	7					21
	1					22
2	3					23
	1					24
	1					25
						26
	2					27
	2					28
						29
						30
	1					31
1	1					32
1	2					33
1	2					34
						35
						36
	6					37
	25		20		3	38
			58		25	39
						40
						41
						42
	1					43
						44
						45
						46
						47
	1					48
						49
	2					50
						51
						52
	14					53

Equipment.

Description of equipment, whole line, 1899—Cars in passenger service—Continued.

NAME OF COMPANY.	PARLOR CARS.		SLEEPING CARS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Ashland & Siskiwit				
4 Big Falls Railway Co.				
5 Bayfield Harbor & G. W. ..				
6 Bayfield Transfer Railway ..				
7 Chicago, Mil. & St. Paul ..	*1	15		53
8 Chicago & Northwestern ..		22		
9 C., St. P., M. & O.		9		
10 Chicago, Burlington & Nor.		2		
11 Chicago, Lake Shore & E. ...				
12 Chicago & Lake Superior ...				
13 Chicago, Madison & North'n				
14 Chicago, Wis. & Minn.				
15 Chippewa River & Menom. ...				
16 Drummond & South Western				
17 Duluth, South Shore & Atl.				
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y of Minn.		3		20
22 Fairchild & North Eastern ...				
23 Green Bay & Western				
24 Hazelhurst & S. E.				
25 Iola & Northern				
26 Glenwood & Northeastern ...				
27 Kewaunee, Green Bay & W.				
28 Kickapoo Valley & Northern				
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon Railway Co.				
31 Milwaukee & Lake Win'ago				
32 Milwaukee & Superior				
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.			1	1
35 Milwaukee & Wauwatosa ...				
36 Minnesota & Wisconsin ..				
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & S. Ste. M.				8
39 Northern Pacific				50
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ashl'd				
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge Railway Co.				
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.				
52 Hawthorn, Nebem'n & Sup.				
53 St. Paul & Duluth		5		7

*Sold.

Equipment.

Description of equipment, whole line, 1899—Cars in passenger service—Continued.

BAGGAGE, EXPRESS, POSTAL		OTHER CARS.		TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
	1				3	1
						2
						3
						4
					1	5
6	295		2	4	777	6
7	193			18	866	7
	71				201	8
	10				36	9
						10
					1	11
						12
	4				16	13
					1	14
	12		2		49	15
						16
	4			2	43	17
	7			2	1	18
					22	19
					1	20
					1	21
	1				5	22
					3	23
						24
	2			2	6	25
				1	2	26
				3	4	27
						28
						29
						30
						31
						32
						33
						34
						35
						36
	18				84	37
14	189	1	8	43	473	38
						39
			1		2	40
					1	41
						42
					2	43
						44
					8	45
	2				11	46
						47
	10		2		72	48
						49
						50
						51
						52
						53

Equipment.

Description of equipment — Whole line, 1899 — Cars equipped with train brake and automatic couplers — Passenger and freight service.

NAME OF COMPANY.	CARS IN PASSENGER SERVICE.			
	Equipped with Train Brakes.		Equipped with Automatic Couplers.	
	Number.	Kind.	Number.	Kind.
1 Abbotsford & N'thern				
2 Ahnapsee & Western	3	Westinghouse	3	Miller
3 Ashland & Siskiyou				
4 Big Falls R'y Co.				
5 Bayfield H. & G. W.				
6 Bayfield Transf. R'y				
7 Chicago, M. & St. P.	772	Westinghouse	759	Various
8 Chicago & N. W.	886	Westinghouse	886	Chicago & Miller
9 Chi., St. P. M. & O.	201	Westinghouse	201	Miller
10 Chicago, B. & N.	36	Westinghouse	36	M. C. B.
11 Chicago, L. S. & E.				
12 Chicago & Lake Sup.				
13 Chicago, Mad. & N.				
14 Chicago, Wis. & Minn.	16	Westinghouse	16	Miller
15 Chippewa R. & M.				
16 Drummond & S. W.				
17 Duluth, S. S. & A.	49	Westinghouse	49	Miller
18 Duluth Short Line				
19 Duluth, Sup. & W.				
20 Dunbar & Wausaukee				
21 East. R'y Co. of Minn.	43	Westinghouse & N. Y.	43	Janey & Standard
22 Fairchild & N. E.	1	Westinghouse	1	Miller
23 Green Bay & Western	22	Westinghouse	22	Miller
24 Hazelhurst & S. E.	1	Westinghouse		
25 Iola & Northern	1	Westinghouse	1	Miller
26 Glenwood & N. E.				
27 Kewaunee, G. B. & W.	5	Westinghouse	5	Miller
28 Kickapoo V. & N.	3	Westinghouse	3	Hein
29 L. S. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & Lake W.	6	Westinghouse	6	Miller
32 Milwaukee & Superior	2	Westinghouse		
33 Marshfield & S. E.				
34 Marinette, M. & W.				
35 Milwaukee & W.				
36 Minnesota & Wis.				
37 Minn'polis, St. P. & A.				
38 Min'is, St. P. & S. S. M.	84	Westinghouse	84	Washburn & Trojan
39 Northern Pacific	478	Westinghouse	464 1/2	Various
40 Northw. Coal R'y Co.				
41 Oshkosh Transp. Co.				
42 Packwaukee & M.				
43 Rice Lake, D & M.	2	Westinghaus	2	Janey & Trojan
44 St. Cloud, G. & A.				
45 Washburn, B. & I. R.	1	Westinghouse	1	M. C. B.
46 West Range				
47 Winona B. R'y Co.				
48 Wisconsin & Michigan			2	Janey
49 Whitcomb & Morris	8			
50 Wisconsin C. R. R. Co.	8	Westinghouse	8	Miller
51 Wisconsin Cent. Co.	11	Westinghouse	11	Miller
52 Hawthorn, N. & S.				
53 St. Paul & Duluth	72	Westinghouse	72	Miller

Equipment.

Description of equipment — Whole line, 1899 — Cars equipped with train brakes and automatic couplers — Passenger and freight service — Continued.

CARS IN FREIGHT SERVICE.				Total pas- senger cars.	Total freight cars.	No.
Equipped with Freight Brake.		Equipped with Automatic Couplers.				
Num- ber.	Kind.	Num- ber.	Kind.			
3	Westinghouse			3	4	1
					6	2
						3
						4
						5
				1	19	6
22,761	Westinghouse	33,098	M. C. B.	777	33,524	7
27,730	Westinghouse	36,568	Various	886	36,587	8
7,991	Westinghouse	9,745	Chicago, M. C. B., Janey	201	9,775	9
772	Westinghouse	3,129	M. C. B.	36	3,350	10
1,272	Westinghouse	2,817	Tower		3,031	11
				1		12
1	Westinghouse	21	Janey, Chicago & Tower	16	142	13
					95	14
713	Westinghouse	1,191	Various	49	2,743	15
						16
						17
						18
						19
4,236	Various	4,19	Various	43	4,490	20
4	Westinghouse	316	Hein	1	64	21
			Trojan	22	300	22
				1	53	23
				1	4	24
				5		25
2	Westinghouse	2	Hein	3	2	26
						27
						28
						29
						30
				6	11	31
				2	150	32
				2	42	33
				4	46	34
						35
						36
						37
987	Westinghouse	1,399	Washburn & Janey	19	1,479	38
17,333	Westinghouse & N. Y.	18,676	Various	473	20,585	39
						40
						41
						42
				2		43
						44
				1	316	45
						46
10	Westinghouse	579	Chicago	2	579	47
					7	48
1,512	Westinghouse	1,527	Various	8	1,552	49
2,463	Westinghouse	2,472	Various	11	2,487	50
						51
1,672	Westinghouse & N. Y.	1,746	M. C. B.	72	2,593	52
						53

Equipment.

Description of equipment, whole line, 1899—Cars in freight service.

NAME OF COMPANY.	BOX CARS.		FLAT CARS.		STOCK CARS.		COAL CARS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotsford & N. E.					4			
2 Ahnapee & Western		1			5			
3 Ashland Siskiwit								
4 Big Falls R'y Co.								
5 B. H. & G. W.								
6 Bayfield Tr. R'y				19				
7 C., M. & St. P.	3,423	23,676	598	6,162	*132	2,726		
8 C. & N. W.	500	20,273	250	3,895		2,881	750	4,500
9 C., St. P. M. & O.	1,000	7,104		1,134		393		932
10 Chicago, Bur. & N.		2,450		100		300		500
11 Chicago L. S. & E.		2,045		340		28		395
12 Chicago & L. Sup.								
13 Chicago, Mad. & N.		126						
14 Ch., Wis. & Minn.		126		5		6		3
15 Chip. R. & Menom.								
16 Drummond & S. W.				3				
17 D., S. S. & A.		1,106		450				32
18 Duluth Short Line								
19 Duluth, Snn. & W.								
20 Dunb'r & Waus'kee								
21 E. R'y Co. of Minn.	1,001	2,498	29	322	750	750		
22 Fairchild & N. E.		4	10	55				
23 Green Bay & W.	379	300	67					
24 Hazelhurst & S. E.								
25 Iola & Northern		1		3				
26 Glenwood & N. E.								
27 K., G. B. & W.								
28 Kickapoo Val. & N.		2						
29 L. S. T. & T. R. Co.								
30 Mattoon R'y Co.								
31 Mil. & Lake Win.		2		6				3
32 Milwaukee & Sun.	79	79	40	60			11	11
33 Marshfield & S. E.		7		35				
34 Marinette, T. & W.	10	10						
35 Mil. & Wauwatosa								
36 Minn. & Wis.								
37 M., St. P. & A.								
38 M., St. P. & S. E. M.	100	1,249		140		22		11
39 Northern Pacific	1,520	12,183	264	4,206	*20	879	*144	2,328
40 N. W. Coal R'y Co.								
41 Oshkosh Trans. Co.								
42 Packwaukee & Mon.								
43 Rice Lake, D. & M.								
44 St. Cloud, G. & A.								
45 W., B. & I. R.		2		207				7
46 West Range								
47 Winona R. R'y Co.								
48 Wis. & Mich.		469		110				
49 Whitcomb & Morr's		3						
50 Wis. Cen. R. R. Co.	660	1,196	150	296			45	63
51 Wisconsin Cen. Co.	440	1,300	100	125			30	42
52 Hawthorn, N. & S.								
53 St. Paul & Duluth	455	2,199	*16	330	*4	10		23

*Sold.

Equipment.

Description of equipment, whole line, 1899—Cars in freight service—Continued.

TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.	TOTAL.	No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Total number added during year.	Total number box cars in freight service at end of year.	
							4	1
							6	2
								3
								4
							19	5
		*9	715	*65	245	3,815	33,524	6
			646		4,392	1,500	36,537	7
			85		127	1,000	9,775	8
							3,031	9
					223			10
								11
								12
							142	13
	2			5	95	5	95	14
					75		78	15
		3	12	400	1,143	403	2,743	16
								17
								18
								19
								20
			10		910	1,780	4,490	21
		1	1		4		64	22
						451	300	23
					53		53	24
					53		54	25
								26
							2	27
								28
								29
							11	30
						130	150	31
							42	32
				36	36	46	46	33
								34
								35
								36
								37
		4	8	4	40	103	1,479	38
	9	*1	265	487	716	2,106	20,585	39
								40
								41
								42
								43
								44
							316	45
								46
								47
							579	48
					4		7	49
						855	1,552	50
	1				1,009	570	2,487	51
								52
		9	17		14	444	2,593	53

Equipment.

Description of equipment, whole line, June 30, 1885.—Cars in company's service; cars contributed to fast freight line service; cars leased.

NAME OF COMPANY.	GRAVEL CARS.		DUMPER CARS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotford & Northeastern				
2 Ahnapee & Western				
3 Ashland & Siskiyou				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y				
7 Chicago, Milwaukee & St. P.				11
8 Chicago & Northwestern			15	22
9 Chicago, St. P., M. & O.				
10 Chicago, Burlington & N.				1
11 Chicago, L. Shore & East.				
12 Chicago & Lake Superior				
13 Chicago, Madison & North.				
14 Chicago, Wisconsin & Minn.				
15 Chippewa Riv. & Menomonee				1
16 Deerpont & South West.				
17 Duluth, St. Shore & Atl.		62		3
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Duluth & Wauauakee				
21 Eastern Railway Co. of M.			1	3
22 Fairbairn & Northeastern				
23 Green Bay & Western			1	
24 Hazelhurst & South Eastern				
25 Iowa & Northern				
26 Glenwood & Northeastern				
27 Keweenaw, G. Bay & West.				
28 Kickapoo Val. & Northern		29		
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago				
32 Milwaukee & Superior				
33 Marshfield & South East.				
34 Marquette, Tom. & Western			1	1
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minn., St. Paul & Ashland				
38 M., St. P. & Sault Ste. Marie		51		3
39 Northern Pacific		2	1	11
40 Northwestern Coal R'y Co.				
41 Packwaukee & Montello				
42 Rice Lake, Dallas & Men.				
43 St. Cloud, Grantsburg & A.				
44 Washburn, Bayfield & I. R.				
45 West Range				
46 Winona Bridge R'y Co.				
47 Wisconsin & Michigan				
48 Whitefish & Morris				
49 Wisconsin Cen. R. R. Co.				1
50 Wisconsin Central Co.				
51 Hawthorn, Nebagamon & S.				
52 St. Paul & Duluth				3

*Sold.

†Not given.

Equipment.

Description of Equipment, whole line, June 30, 1899—Cars in company's service, cars contributed to fast freight line service, cars leased—Continued.

CABOOSE CARS.		OTHER ROAD CARS.		TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
	1				1	1
		1	1	1	1	2
						3
						4
		3	3	3	3	5
15	498	10	83	25	591	6
	546	17	61	2	629	7
	127		107		243	8
	29		3		33	9
						10
						11
						12
	7				7	13
	2		3		6	14
	1				1	15
	33		54		152	16
						17
						18
						19
16	36	23	44	40	83	20
12		12	1	25	1	21
	1				1	22
						23
						24
						25
	2		2		33	26
			1		1	27
						28
	3		3			29
						30
						31
1	1			2	2	32
						33
						34
						35
	68		10		132	36
7	299	317	2,217	311	2,529	37
			1			38
						39
						40
						41
						42
	3				3	43
						44
	2		4		6	45
						46
	13	1	8	1	22	47
1	27		2	1	29	48
						49
3	22	4	44	7	69	50
						51
						52
						53

Equipment.

Description of Equipment, whole line, June 30, 1899—Cars in company's service, cars contributed to fast freight line service, cars leased—Continued.

NAME OF COMPANY.	FAST FREIGHT LINE.		TOTAL OWNED.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western.....				10
3 Ashland Siskiwi.....				
4 Big Falls R'y Co.....				
5 Bayfield Harbor & G. W.....				
6 Bayfield Transfer R'y.....			3	23
7 Chicago, Milwaukee & St. P.....			3,844	34,892
8 Chicago & Northwestern.....			1,520	38,082
9 Chicago, St. P. M. & O.....			1,000	10,219
10 Chicago, Burlingt. n & Nor. h.....				3,477
11 Chicago, Lake Shore & East.....				122
12 Chicago & Lake Superior.....				2
13 Chicago, Madison & North.....				
14 Chicago, Wisconsin & Minn.....				167
15 Chippewa River & Menom.....				102
16 Drummond & South West.....				79
17 Duluth, South Shore & At.....	100		403	2,944
18 Duluth Short Line.....				
19 Duluth, Superior & Western.....				
20 Dunbar & Wausaukee.....				
21 Eastern R'y Co. of Minn.....			1,822	4,616
22 Fairchild & North Eastern.....			11	64
23 Green Bay & Western.....			498	323
24 Hazelhurst & South East.....				55
25 Iola & Northern.....				5
26 Glenwood & Northeastern.....				
27 Kewaunee, Green Bay & W.....				
28 Kickapoo Val. & Northern.....				38
29 Lake Sup. T. & T. R'y Co.....				8
30 Mattoon R'y Co.....				
31 Milwaukee & La. Winnebago.....				20
32 Milwaukee & Superior.....			132	152
33 Marshfield & South Eastern.....				44
34 Marinette, Tom. & Western.....			51	52
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....				
37 Minneapolis, St. Paul & Ash.....				
38 M., St. P. & Sault St. Marie.....	471		503	4,600
39 Northern Pacific.....			2,460	23,587
40 Northwestern Coal R'y Co.....				1
41 Oshkosh Transportation Co.....				
42 Packwaukee & Montello.....				
43 Rice Lake, Dallas & Menom.....				2
44 St. Cloud, Grantsburg & A.....				
45 Washburn, Bayfield & I. R.....				320
46 West Range.....				
47 Winona Bridge R'y Co.....				
48 Wisconsin & Michigan.....				587
49 Whitcomb & Morris.....				8
50 Wisconsin Central R. R. Co.....			869	1,582
51 Wisconsin Central Co.....			571	2,527
52 Hawthorn, Nebagamom & S.....				
53 St. Paul & Duluth.....			451	2,734

Equipment.

Description of equipment, whole line, June 30, 1899—Cars in company's service, cars contributed to fast freight line service, cars leased—Continued.

CARS LEASED.		GRAND TOTAL.		GRAND TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
			5			1
			10			2
				3	3	3
						4
						5
		3	23	1		6
		3,844	34,892	23,563	34,434	7
		1,520	38,062	28,659	38,057	8
		1,000	10,219	8,195	10,178	9
			3,477	869	3,245	10
			122	56	56	11
			2			12
						13
			165	20	40	14
			102			15
			79			16
		403	2,944	891	1,305	17
						18
						19
		1,822	4,616	4,286	4,246	20
		11	65	5	5	21
		498	323	47	343	22
			55	2		23
			5	1	1	24
						25
			5	5	5	26
			38	7	7	27
			8			28
						29
			20	7	13	30
		132	152	6	11	31
			44	2		32
		56	58	3		33
						34
						35
						36
						37
	2,420	503	7,020	4,678	6,592	38
		2,460	23,587	18,146	19,196½	39
			1	1	1	40
						41
			2	2	2	42
						43
			320	8	1	44
						45
			587	16	583	46
			8			47
		860	1,582	1,525	1,541½	48
	2,488	571	5,015	3,708	3,838	49
						50
						51
500	500	*49	2,234	1,254	1,328	52
						53

*Sold.

Equipment.

Description of equipment, whole line, 1899.

Name of Company.	Locomotives of all kinds.	Cars in passenger service of all kinds.	Cars in freight service all kinds.	Cars of all kinds in company's service.
1 Abbotsford & Northeastern ..	1		4	1
2 Ahnapee & Western	2	3	9	10
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W. ..				
6 Bayfield Transfer R'y ..	1	1	19	3
7 Chicago, Mil. & St. Paul	813	777	33,524	591
8 Chicago & Northwestern	1,010	866	36,587	629
9 Chicago, St. Paul, M. & O.	269	201	9,775	243
10 Chicago, Burlington & Nor.	58	36	3,350	33
11 Chicago, Lake Shore & E.	57		3,031	3,045
12 Chicago & Lake Superior	1	1		
13 Chicago, Madison & North'n ..				
14 Chicago, Wis. & Minn.	15	16	142	7
15 Chippewa River & Menom.	3	1	95	6
16 Drummond & S. W.	3		78	1
17 Duluth, South Shore & Atl.	93	49	2,743	152
18 Duluth Short Line				
19 Duluth, Superior & Western ..				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	81	43	4,490	83
22 Fairchild & North Eastern ..	4	1	64	
23 Green Bay & Western	25	22	300	1
24 Hazelhurst & S. E.	2	1	53	1
25 Iola & Northern	1	1	4	
26 Glenwood & Northeastern ..				
27 Kewaunee, Green Bay & W.	2	5		
28 Kickapoo Valley & Northern ..	3	3	2	33
29 Lake Sup. T. & T. R'y Co.	7			1
30 Mattoon R'y Co.				
31 Milwaukee & Lake Win'bage ..	5	6	11	3
32 Milwaukee & Superior	4	2	150	
33 Marshfield & South Eastern ..	3	2	42	
34 Marinette, Tomahawk & W.	6	4	46	2
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd ..				
38 M. St. P. & S. Ste. M.	102	84	6,804	132
39 Northern Pacific	570	473	20,585	2,529
40 Northwestern Coal R'y Co.	2			1
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello	1	2		
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ashl'd ..				
45 Washburn, Bayfield & I. R.	7	1	316	3
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	6	2	570	6
49 Whitcomb & Morris	1		7	
50 Wisconsin Central R. R. Co.	4	8	1,552	20
51 Wisconsin Central Co.	109	11	2,487	29
52 Hawthorn, Nebag'm'n & Sup.				
53 St. Paul & Duluth	59	72	2,593	69

Equipment.

Description of equipment, whole line, 1899—Continued.

Name of Company.	Cars contributed to fast freight line service.	Total owned.	Grand total.	Cars leased.
1 Abbotsford & Northeastern		5	5	
2 Ahnapee & Western		10	10	
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.]		23	23	
6 Bayfield Transfer R'y]		34,892	34,892	
7 Chicago, Ml. & St. Paul		38,082	38,082	
8 Chicago & Northwestern		10,219	10,219	
9 Chicago, St. P., M. & O.		3,477	3,477	
10 Chicago, Burlington & Nor.		3,045	3,045	
11 Chicago, Lake Shore & E.		2	2	
12 Chicago & Lake Superior				
13 Chicago, Madison & North'n		165	165	
14 Chicago, Wis. & Minn.		102	102	
15 Chippewa River & Menom.		79	79	
16 Drummond & South Western		100	2,944	
17 Duluth, South Shore & Atl.				
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee		4,616	4,616	
21 Eastern R'y Co. of Minn.		65	65	
22 Fairchild & North Eastern		323	323	
23 Green Bay & Western		55	55	
24 Hazelhurst & South Eastern		5	5	
25 Iola & Northern				
26 Glenwood & Northeastern		5	5	
27 Kewaunee, Green Bay & W.		38	38	
28 Kickapoo Valley & Northern		8	8	
29 Lake Sup. T. & T. R'y Co.				
30 Mattoon R'y Co.		20	20	
31 Milwaukee & Lake Win'ago		152	152	
32 Milwaukee & Superior		47	47	
33 Marshfield & South Eastern		58	58	
34 Marinette, Tomahawk & W.				
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd	471	4,600	7,020	2,420
38 M., St. P. & S. Ste. M.		23,587	23,587	
39 Northern Pacific		1	1	
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.		2	2	1
42 Packwaukee & Montello				
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ash'l'		320	320	
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge R'y Co.		587	587	
48 Wisconsin & Michigan		8	8	
49 Whitcomb & Morris		1,582	1,582	
50 Wisconsin Central R. R. Co.		2,527	5,015	2,488
51 Wisconsin Central Co.				
52 Hawthorn, Nebagam'n & Sup.		2,734	2,234	500
53 St. Paul & Duluth				

Mileage.

Mileage, Wisconsin, 1899—Mileage of road operated.

NAME OF COMPANY.	LINE IN USE.		LINE IN USE.				Total mileage operated (all tracks).
	Miles of single track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track and sid- ings.		
1 Abbotsford & Nor'east'n	15.16				.58	15.74	
2 Ahnapee & Western	34				2		
3 Ashland Siskiwt							
4 Big Falls R'y Co.							
5 Bayfield Har. & G. W. J							
6 Bayfield Transfer R'y	3.86				.66	4.52	
7 C., M. & St. P.	1,648.81	48.52	1.62	9.78	584.13	2,308.58	
8 Chicago & Northwestern	953.85	108.81			*	1,734.04	
9 C., St. P., M. & O.	620.07	3.19			182.95	807.80	
10 Chicago, Bur. & Nor.	222.42	6.13			33.67	262.90	
11 Chicago, Lake Sh. & E.	10.40	5.85				18.96	
12 Chicago & L. Superior	3						
13 Chicago, Madison & N.	91.31				11.05	102.36	
14 Chicago, Wis. & Minn.							
15 Chippewa R. & Menom.	26.5					36	
16 Drummond & S. W.	21.72				10	31.72	
17 Duluth, So. Sh. & Atl.	106.53				13	124.95	
18 Duluth Short Line							
19 Duluth, Superior & W.	.91				5.24	11.40	
20 Dunbar & Wausaukee		8.55			48.73	95.43	
21 East'n R'y Co. of Minn.	32.46						
22 Fairchild & N. E.							
23 Green Bay & Western	212.5				20.5	247.7	
24 Hazelhurst & S. E.	13				1	17	
25 Iola & Northern	4.7					4.7	
26 Glenwood & Northeast'n							
27 Kewannoe, G. B. & W.	36.7				7.94	46.39	
28 Kickapoo Valley & Nor.	51.68				3.87	55.55	
29 L. Sup. T. & T. R'y Co.					15.7	15.7	
30 Mattoon R'y Co.							
31 Milw. & L. Winnebago							
32 Milwaukee & Superior	20.16					25.04	
33 Marshfield & S. E.							
34 Marinette, T. & W.	33.3					33.3	
35 Milwaukee & Wau'tosa							
36 Minnesota & Wisconsin	21					21	
37 M., St. P. & A.							
38 M., St. P. & S. Ste. M.	262.8					271.42	
39 Northern Pacific	87.04	.95			29.27	133.37	
40 North'n Coal R'y Co.	12.82	.64			6.15	19.61	
41 Oshkosh Trans. Co.							
42 Packwaukee & Montello							
43 Rice L., Dallas & Men.	6.52				1	7.52	
44 St. Cloud, G. & A.							
45 Washb., Bayfd & I. R.							
46 West Range	1						
47 Winona Bridge Ry. Co.	.54						
48 Wisconsin & Michigan	32.82					40.12	
49 Whitcomb & Morris	6						
50 Wis. Cen. R. R. Co.	253.26				68.79	671.93	
51 Wisconsin Central Co.	172.55				43.14	335.5	
52 Hawthorn, Neb. & Sup.	7.35					7.35	
53 St. Paul & Duluth						13.75	

*No data.

Mileage.

Mileage, Wisconsin, 1899—Mileage of road operated—Continued.

LINE REPRESENTED BY CAPITAL STOCK.		Line of propri- etary com- panies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	New line con- structed during year.	RAILS.		M Z
Main line.	Branch's and spurs.						Iron	Steel.	
15.16							14.5	.66	1
34								34	2
									3
									4
4.52									5
2,292.56					15.72				6
1,062.16	395.8	16.06		60.02		26.07	22.2	1,711.84	7
806.21					1.59	4.26	5.14	618.12	8
262.22	.15				.53			262.37	9
18.96									10
									11
102.36								102.36	12
									13
26.5	4							36	14
									15
119.53	1.35				4.07	1.35	.08	120.8	16
									17
6.15			5.25				5.24		18
									19
89.74					5.69	23.73		89.74	20
									21
233	14.7						19	228.7	22
14	4							17	23
								4.7	24
									25
44.64	1.75						9.69	36.7	26
55.55								55.55	27
15.7								15.7	28
									29
									30
25.04	4.88							25.04	31
									32
33.3							15.5	17.8	33
									34
									35
									36
262.8	8.62							271.42	37
117.16	15.38			.83			.6	131.94	38
19.61						1.44		19.61	39
									40
									41
							5.52	2	42
									43
									44
									45
									46
					7.3				47
									48
322.05	182.85		8.62	116.44	41.97	-13.78	179.6	450.36	49
215.69	45.62			72.87	1.32	9.73	85.99	248.19	50
								7.35	51
	13.75						6.88	6.77	52
									53

Mileage.

Mileage, whole line—Mileage of road operated—Continued.

NAME OF COMPANY.	LINE IN USE.		LINE IN USE.			
	Miles of single track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track and sidings.	Total mileage operated (all track.
1 Abbotsford & Nor'east'n	15.16				.58	15.74
2 Ahnapee & Western	34				2	
3 Ashland Siskiwt						
4 Big Falls R'y Co.						
5 Bayfield Har. & G. W.	3.86				.65	4.52
6 Bayfield Transfer R'y						
7 Chicago, Mil. & St. P.	6,147.90	255.37	5.02	1.72	1,500.50	8,006.31
8 Chicago & Northwest'n	1,927.39	450.44			1,578.45	7,388.50
9 C., St. P., M. & O.	1,422.64	23.79			442.30	1,968.32
10 Chicago, Bur. & North'n	335.76	7.37			68.84	447.87
11 Chicago, L. Shore & E.	10.40	8.56				479.40
12 Chicago & L. Superior	3					
13 Chicago, Madison & N.	231.30	6.08			50.33	287.71
14 Chicago, Wis. & Minn.						
15 Chippewa R. & Menom.	26.5					36
16 Drummond & S. W.	21.72				10	31.72
17 Duluth, So. Sh. & Atl.	517.44	2.44			130.38	711.58
18 Duluth Short Line						
19 Duluth, Superior & W.	.91				5.24	11.40
20 Dunbar & Wausaukee						
21 East'n R'y Co. of Minn.	350.54	8.55			99.67	579.76
22 Fairchild & N. E.						
23 Green Bay & Western	212.50				20.50	247.70
24 Hazelhurst & S. E.	13				1	17
25 Iola & Northern	4.70					4.70
26 Glenwood & Northeast'n						
27 Kewaunee, G. B. & W.	36.7				7.94	46.39
28 Kickapoo Valley & Nor.	51.68				13.87	55.55
29 L. Sup. T. & T. R'y Co.					15.70	15.70
30 Mattoon R'y Co.						
31 Milw. & L. Winnebago						
32 Milwaukee & Superior	20.16					25.04
33 Marshfield & S. E.						
34 Marinette, T. & W.	33.30					33.30
35 Milwaukee & Wau'tosa						
36 Minnesota & Wisconsin	21					21
37 M., St. P. & A.						
38 M., St. P. & S. Ste. M.	1,039.31				159.62	1,432.19
39 Northern Pacific	2,340.81	40.31			180.60	5,796.03
40 Northw'n Coal Ry. Co.	12.82	64			6.15	19.61
41 Oshkosh Trans. Co.						
42 Packwaukee & Montello						
43 Rice L., Dallas & Menom.	6.52				1	7.52
44 St. Cloud, G. & A.						
45 Washb., Bay'd & I. R.						
46 West Range	7					
47 Winona Bridge R'y Co.	1.03					1.03
48 Wisconsin & Michigan	57.10					72.07
49 Whitcomb & Morris	6					
50 Wis. Cen. R. R. Co.	253.26				68.79	678.93
51 Wisconsin Central Co.	203.36				58.74	508.83
52 Hawthorn, Neb. & Sup.	7.35					7.35
53 St. Paul & Duluth	146.50	16.50			111.53	399.17

Mileage.

Mileage, whole line—Mileage of road operated—Continued.

LINE REPRESENTED BY CAPITAL STOCK		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	New line con- structed during year.	RAILS.		M
Main line.	Branch's and spurs.						Iron.	Steel.	
15.16							14.50	.06	1
34								34	2
									3
									4
									5
4.52									6
7,910.51					95.80	68.08	1,234.78	6,075.73	7
3,956.28	1,930.96	1,356.90		119.97	24.39	142.78	605.66	6,758.45	8
1,898.73					69.59	11.59	173.32	1,715.01	9
411.97	5.69				30.21			417.66	10
18.96	147.40				313.04	11.79			11
									12
								287.71	13
									14
226.50	4							36	15
									16
630.26	64.70				16.62	2.58	51.24	640.72	17
									18
66.15			5.25				5.24	.91	19
									20
458.76	3.35				117.65	217.88	.22	461.89	21
									22
233	14.70						19	228.70	23
14	4							17	24
								4.70	25
									26
44.64	1.75						9.69	36.70	27
55.55								55.55	28
15.70								15.70	29
									30
									31
25.04	4.88							25.04	32
									33
33.30							16.50	17.80	34
									35
									36
									37
1,198.93	213.46				19.80	77.57		1,423.39	38
2,961.72	2,556.31	41.42	203.94		32.67	118.28	333.80	5,429.56	39
19.61						1.44		19.61	40
									41
									42
							5.52	2	43
									44
									45
								1.03	46
57.10	6.46				8.52				47
									48
322.05	182.85		8.62	116.44	41.97	13.78	179.60	450.36	49
262.10	61.55			158.87	26.31	10.36	145.18	337.34	50
								7.35	51
274.58	15.43	19.11	71.35	12.30	6.40	3.78	70.07	322.70	52
									53

Rails.

Renewals of rails and ties, Wisconsin.

NAME OF COMPANY.	NEW RAILS LAID DURING YEAR.			
	Iron, tons.	Steel, tons.	Weight.	Average price per ton at distributing point.
1 Abbotsford & Northeastern		3,939.64	56	\$17 25
2 Ahnapee & Western		104	60	19 58
3 Ashland Siskiwit				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y				
7 Chicago, Mil. & St. Paul ..		7,511	75	17 53
8 Chicago & Northwestern		10,446.16 ³ / ₄	90, 80, 72	18 10
9 Chicago, St. P., M. & O.		3,918	80	19 17
10 Chicago, Burlington & N.		123.94	66	22 50
11 Chicago, L. Shore & Eastern ..		39.47	72, 70, 65, 60, 55	
12 Chicago & Lake Superior				
12 Chicago, Madison & North'n ..				
14 Chicago, Wisconsin & Minn.				
15 Chippewa Riv. & Menomonie ..				
16 Drummond & South Western ..				
17 Duluth, S. Shore & Atlantic ..				
18 Duluth Short Line				
19 Duluth, Superior & Western ..				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.		1,374.43	75	18 20
22 Fairchild & North Eastern				
23 Green Bay & Western		1,700	70	20 50
24 Hazelhurst & S. E.				
25 Iola & Northern				
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.				
28 Kickapoo Valley & Northern ..		14.3	60	
29 Lake Sup. T. & T. R'y Co.		1800-2240	60	15 00
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago ..				
32 Milwaukee & Superior				
33 Marshfield & South Eastern ..				
34 Marinette, Tomahawk & W.				
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd ..				
38 M., St. P. & S. Ste. M.				
39 Northern Pacific		15 240-2240	72	20 30
40 Northwestern Coal R'y Co.				
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello				
43 Rice L., Dallas & Menom.		94	60	
44 St. Cloud, Grantsb. & Ashl'd ..				
45 Wash'n, Bayfield & Iron R.				
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan				
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.				
51 Wisconsin Central Co.		4,150 335-2240	80	20 00
52 Hawthorn, Nebag. & Sup.	775		55, 60	14 20
53 St. Paul & Duluth				

Rails.

Renewals of ties, Wisconsin—Continued.

NEW TIES LAID DURING YEAR.			No.
Kind.	Total number.	Average price at distributing point.	
Hemlock, Rock Elm	1,683	\$.085	1
Hemlock and Cedar	11,398	.15	2
.....			3
.....			4
.....			5
.....			6
Mixed	395,036	.342	7
Mixed	426,799	.32	8
Mixed	176,499	.33	9
Oak	45,574	.426	10
Oak and Hemlock	1,150	.28, .49	11
.....			12
Oak	26,440	.34	13
.....			14
.....			15
Soft Wood	10,000	.10	16
Mixed	36,767	.1497	17
.....			18
Pine, Tamarack and Cedar	3,069	.47	19
.....			20
Mixed	9,461	.4025	21
.....			22
Hemlock, Tamarack and Oak	52,913	.2245	23
.....			24
Hemlock and Tamarack	3,133	.1748	25
.....			26
Cedar and Hemlock	16,828	.1648	27
Oak	14,715	.172	28
Pine, Oak and Tamarack	2,214	.31	29
.....			30
.....			31
.....			32
.....			33
.....			34
.....			35
Rock Elm and Butternut	5,851	.16, .06	36
.....			37
Hard and Soft woods	148,235	.228	38
Oak and Tamarack	30,075	.266	39
.....			40
.....			41
Pine, Oak and Elm	2,153	.27 1-3	42
.....			43
.....			44
.....			45
.....			46
.....			47
.....			48
.....			49
.....			50
Oak, Elm and Hemlock	217,875	.26	51
Tamarack and Pine	21,120	.165	52
Tamarack and Oak	1,530	.25	53

Fuel.

Consumption of fuel by locomotives, Wisconsin, 1899.

NAME OF COMPANY.	PASSENGER, TONS.		FREIGHT, TONS.	
	Anthracite.	Bituminous.	Anthracite.	Bituminous.
1 Abbotsford & Northeastern.....				353
2 Ahnapee & Western.....	945			
3 Ashland Siskiwi.....				
4 Big Falls R'y Co.....				
5 Bayfield Harbor & G. W.....				
6 Bayfield Transfer R'y.....				275
7 Chicago, Milwaukee & St. P.....	112,363			230,338
8 Chicago & Northwestern.....	111,174			299,887
9 Chicago, St. P. M. & O.....	43,562			70,112
10 Chicago, Burlington & N.....				
11 Chicago, Lake Shore & East.....				
12 Chicago & Lake Superior.....				
13 Chicago, Madison & North.....	2,468			4,560
14 Chicago, Wisconsin & Minn.....				
15 Chippewa R. & Menomonee.....				
16 Drummond & South Western.....				616
17 Duluth, So. Shore & Atlantic.....	2,064			4,353
18 Duluth Short Line.....				
19 Duluth, Superior & Western.....				
20 Dunbar & Wausaukee.....				
21 Eastern Railway Co. of M.....				
22 Fairchild & Northeastern.....				
23 Green Bay & Western.....	4,811			7,592
24 Hazelhurst & South Eastern.....				1,224
25 Iola & Northern.....			362	
26 Glenwood & Northeastern.....				
27 Kewaunee, Green B. & W.....				2,146
28 Kickapoo Val. & Northern.....				834
29 Lake Sup. T. & T. R'y Co.....				
30 Mattoon R'y Co.....				
31 Milwaukee & L. Winnebago.....				
32 Milwaukee & Superior.....				
33 Marshfield & South Eastern.....				
34 Marinette, Tomahawk & W.....				1,140
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....				711
37 Minneapolis, St. Paul & A.....				
38 M., St. P. & Sault St. Marie.....	6,573			28,533
39 Northern Pacific.....	1,823			5,977
40 Northwestern Coal R'y Co.....				1,039
41 Oshkosh Transportation Co.....				
42 Packwaukee & Montello.....				
43 Rice Lake, Dallas & Menom.....				160
44 St. Cloud, Grantsburg & A.....				
45 Washburn, Bayfield & I. R.....				
46 West Range.....				
47 Winona Bridge R'y Co.....				
48 Wisconsin & Michigan.....				
49 Whitcomb & Morris.....				
50 Wisconsin Central R. R. Co.....				
51 Wisconsin Central Co.....	71,863			94,336
52 Hawthorn, Nebagamun & S.....				
53 St. Paul & Duluth.....	152			350

Fuel.

Consumption of fuel by locomotives, Wisconsin, 1899 — Continued.

SWITCHING, TONS.		CONSTRUCTION, TONS.		TOTAL.	No.
Anthracite.	Bituminous.	Anthracite.	Bituminous.		
	15			373	1
				945	2
					3
					4
					5
	530			795	6
	54,160		11,224	408,145	7
	65,095		73,025	509,101	8
	18,128		4,875	136,675	9
					10
	3,302			3,303	11
					12
	565		212	7,805	13
					14
					15
			266	616	16
				6,684	17
	1,277			1,277	18
					19
					20
					21
	1,131		524	14,063	22
	420			1,644	23
				362	24
					25
				2,146	26
				834	27
	2,768			2,768	28
					29
					30
					31
					32
	215		125	1,485	33
				711	34
					35
					36
			1,015	36,122	37
	2,417		225	10,448	38
				1,039	39
					40
					41
					42
				160	43
					44
					45
					46
					47
					48
					49
					50
	21,023		8,727	195,945	51
				502	52
					53

Fuel.

Consumption of fuel by locomotives, Wisconsin, 1899 — Continued.

NAME OF COMPANY.	Average cost at distributing point.	Wood.	
		Hard.	Soft.
1 Abbotsford & Northeastern	\$3 44		
2 Ahnapee & Western	2 60		137
3 Ashland Siskiyou			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y.	3 01		6
7 Chicago, Milwaukee & St. Paul	1 70		1,561
8 Chicago & Northwestern	1 51.3	1,499	3,005
9 Chicago, St. Paul, Minneapolis & Om.	2 10		2,151
10 Chicago, Burlington & Northern			
11 Chicago, Lake Shore & Eastern	2 07		
12 Chicago & Lake Superior		103	
13 Chicago, Madison & Northern	82		
14 Chicago, Wisconsin & Minnesota		1,761	
15 Chippewa River & Menomonie			80
16 Drummond & South Western	2 85		122.88
17 Duluth, South Shore & Atlantic	2 56		
18 Duluth Short Line			5.38
19 Duluth, Superior & Western	1 37		
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & Northeastern			708
23 Green Bay & Western	2 25		
24 Hazelhurst & South Eastern	2 53		47
25 Iola & Northern	3 00		
26 Glenwood & Northeastern			2,207
27 Kewaunee, Green Bay & Western	2 25		26
28 Kickapoo Valley & Northern	3 87		28
29 Lake Superior Terminal & Transfer Co.	2 07		
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior			
33 Marshfield & South Eastern			300
34 Marinette, Tomahawk & Western	3 25		
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	3 14		
37 Minneapolis, St. Paul & Ashland			503
38 Minneapolis, St. Paul & Sault St. Marie	2 10		198
39 Northern Pacific	2 07	22	
40 Northwestern Coal R'y Co.	1 95		
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			60
43 Rice Lake, Dallas & Menomonie	3 40		
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan			350
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			1,697
51 Wisconsin Central Co.	1 64		
52 Hawthorn, Nebacamon & Superior			28
53 St. Paul & Duluth	2 32		

Fuel.

Consumption of fuel by locomotives, Wisconsin, 1899 — Continued.

NAME OF COMPANY.	Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.
1 Abbotsford & Northeastern	373	10,600	70.33
2 Ahnapee & Western	1,082	42,568	44
3 Ashland Siskiwi			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western)			
6 Bayfield Transfer R'y	801	12,544	43.29
7 Chicago, Milwaukee & St. Paul	408,326	9,565,159	85.50
8 Chicago & Northwestern	511,603	11,573,326	88.41
9 Chicago, St. Paul, Minneapolis & O	137,751	3,448,685	79.89
10 Chicago, Burlington & Northern			
11 Chicago, Lake Shore & Eastern	3,303	126,611	52.17
12 Chicago & Lake Superior			
13 Chicago, Madison & Northern	7,877	164,539	97.17
14 Chicago, Wisconsin & Minnesota			
15 Chippewa River & Menomonee	1,174	22,601	103.88
16 Drummond & South Western			
17 Duluth, South Shore & Atlantic	6,746	202,441	63.64
18 Duluth Short Line			
19 Duluth, Superior & Western	127,969		
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota			
22 Fairchild & Northeastern			
23 Green Bay & Western	14,412	477,482	60.37
24 Hazelhurst & South Eastern	1,644	39,936	82.36
25 Iola & Northern	385	8,826	87.36
26 Glenwood & Northeastern			
27 Kewaunee, Green Bay & Western		47,692	92.65
28 Kickapoo Valley & Northern	848	30,172	56
29 Lake Sup. Ter. & Trans. R'y Co.	2,782	118,580	46.92
30 Mattoon R'y Co.			
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior			
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	1,635	51,192	63.90
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin	711	24,000	59.00
37 Minneapolis, St. Paul & Ashland			
38 Minn., St. P. & Sault St. Marie	36,374	1,130,447	64.35
39 Northern Pacific	10,562	294,955	71.62
40 Northwestern Coal R'y Co.	1,039		
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomonie			
44 St. Cloud, Grantsburg & Ashland			
45 Washburn, Bayfield & Iron River			
46 West Range			
47 Winona Bridge R'y Co.			
48 Wisconsin & Michigan			
49 Whitcomb & Morris			
50 Wisconsin Central R. R. Co.			
51 Wisconsin Central Co.	196,797.50	4,003,296	101.00
52 Hawthorn, Nebigamon & Superior			
53 St. Paul & Duluth	515	16,152	63.79

Accidents.

Accidents to persons, Wisconsin, 1899 — Employees — Trainmen.

NAME OF COMPANY.	COUPLING AND UN- COUPLING CARS.		FALLING FROM TRAINS AND EN- GINES.		OVERHEAD OBSTRU- CTIONS.		COLLI- SIONS.		DERAIL- MENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & North.										
2 Ahnapee & Western										
3 Ashland Siskiwt										
4 Big Falls R'y Co.										
5 Bayf'd H. & G. W.										
6 Bayfield Tr. R'y.										
7 Chicago, M. & St. P.	2	2	2	4			1	2		
8 Chicago & N. W.	1	13	3	1			2	4		1
9 C., St. P., M. & O.	1	4		3						
10 Chicago, B. & N.		8		1						
11 Chicago, L. S. & E.										
12 Chicago & L. Sup.										
13 Chicago, Mad. & No.										
14 Chl., Wis. & Minn.										
15 Chippewa R. & Men.										
16 Drummond & S. W.										
17 Duluth, S. S. & Atl.										
18 Duluth Short Line										
19 Duluth, Sup. & W.										
20 Dunbar & Waus'kee.										
21 E. R'y Co. of Minn.	1	1		1						
22 Fairchild & N. E.										
23 Green Bay & W.		5								2
24 Hazelhurst & S. E.										
25 Iola & Northern										
26 Glenwood & N. E.										
27 K., G. B. & W.										
28 Kickapoo Val. & N.										
29 L. S. T. & T R'y Co.		1								
30 Mattoon R'y Co.										
31 Mil. & L. Winnebago										
32 Milwaukee & Sup.										
33 Marshfield & S. E.										
34 Marinette, T. & W.										
35 Milwaukee & Wau.										
36 Minn. & Wis.										
37 Minn., St. P. & A.										
38 M., St. P. & S. S. M.		6		4				2		
39 Northern Pacific		3		1						
40 N. W. Coal R'y Co.										
41 Oshkosh Tr. Co.										
42 Packwaukee & Mon.										
43 Rice L., Dallas & M.										
44 St. Cloud, G. & Ash.										
45 Wash'b'n, B. & I. R.										
46 West Range										
47 Winona B. R'y Co.										
48 Wisconsin & Mich.										
49 Whitcomb & Morris.										
50 Wis. Cen. R. R. Co.										
51 Wisconsin Cen. Co.	4	6	1	1				2	1	2
52 Hawthorn, N. & S.										
53 St. Paul & Duluth.		1								

Accidents.

Accidents to persons, Wisconsin, 1899—Trainmen—Continued.

NAME OF COMPANY.	OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSS- INGS.		AT STA- TIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & N. E.										
2 Ahnapee & Western.										
3 Ashland Siskiwt.										
4 Big Falls R'y Co.										
5 Bay'ld H. & G. W.										
6 Bayfield Trans. R'y.										
7 Chicago, M. & St. P.					1	1			6	16
8 Chicago & N. W.		1					2	4	8	24
9 C., St. P., M. & O.							1	7	2	14
10 Chicago, Bur. & Nor.					4					19
11 Chicago, L. S. & E.										
12 Chicago & L. Sup.										
13 Chicago, Mad. & Nor.										
14 Chi., Wis. & Minn.										
15 Chippewa R. & Men.										
16 Drummond & S. W.										
17 Duluth, S. S. & Atl.							1			1
18 Duluth Short Line										
19 Duluth, Sup. & W.							1	1	1	1
20 Dunbar & Waus'kee										
21 E. R'y Co. of Minn.									2	2
22 Fairchild & N. E.										
23 Green Bay & W.							1			8
24 Hazelhurst & S. E.										
25 Iola & Northern										
26 Glenwood & N. E.										
27 Kew'nee, G. B. & W.										
28 Kickapoo Valley & N.										
29 L. S. T. & T. R'y Co.										1
30 Mattoon R'y Co.										
31 Milwaukee & L. Win.										
32 Milwaukee & Sup.										
33 Marshfield & S. E.										
34 Marinette, T. & W.										
35 Milwaukee & W'tosa										
36 Minn. & Wis.										
37 M., St. P. & A.										
38 M., St. P. & S. S. M.							24			36
39 Northern Pacific										4
40 N. W. Coal R'y Co.										
41 Oshkosh Trans. Co.										
42 Packwaukee & Mon.										
43 Rice L. Dallas & M.										
44 St. Cloud, G. & Ash.										
45 Wash'b'n, B. & I. R.										
46 West Range										
47 Winona B. R'y Co.										
48 Wisconsin & Mich.										
49 Whitcomb & Morris.										
50 Wis. Cen. R. R. Co.										
51 Wisconsin Cen. Co.							3	6		14
52 Hawthorn, N. & S.										
53 St. Paul & Duluth										1

Accidents.

Accidents to persons, Wisconsin, 1899—Employees, Switchmen, Flagmen, and Watchmen.

NAME OF COMPANY.	COUPLING AND UN- COUPLING CARS.		FALLING FROM TREES AND EN- GINES.		OVERHEAD OBSTRU- CTIONS.		COLLI- SIONS.		DERAIL- MENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & N. E.										
2 Ahnapee & Western.										
3 Ashland Siskiwit										
4 Big Falls R'y Co.										
5 B. H. & G. W.										
6 Bayfield Trans. R'l										
7 C. M. & St. P.		4	1	1						
8 Chicago & N. W.	1	5	1	1						
9 C. St. P., M. & O.		1		1			2		1	1
10 Chicago, Bur. & N.										
11 Chicago, L. S. & E.										
12 Chicago & L. Sup.										
13 Chicago, Mad. & N.										
14 Chi. Wis. & Minn.										
15 Chippewa R. & Men.										
16 Drummond & S. W.										
17 Duluth, S. S. & Atl.										
18 Duluth Short Line										
19 Duluth, Sup. & W.										
20 Dunbar & Waus'kee				1						
21 E. R'y Co. of Minn.										
22 Fairchild & N. E.										
23 Green Bay & W.										
24 Hazelhurst & S. E.										
25 Iola & Northern										
26 Glenwood & N. E.										
27 K., G. B. & W.										
28 Kickapoo V. & N.										
29 L. S. T. & T. R'y Co.										
30 Mattoon R'y Co.										
31 M'l. & L. Winnebago										
32 Milwaukee & Sup.										
33 Marshfield & S. E.										
34 Marinette, T. & W.										
35 Milw. & Wauwatosa										
36 Minn. & Wis.										
37 M., St. P. & A.										
38 M., St. P. & S. S. M.										
39 Northern Pacific		1								
40 Northw. Coal R'y Co.										
41 Oshkosh Transp. Co.										
42 Packwaukee & Mon.										
43 Rice L., Dallas & M.										
44 St. Cloud, G. & A.										
45 Wash'b'n, B. & I. R.										
46 West Range										
47 Winona B. R'y Co.										
48 Wisconsin & Mich.										
49 Whitcomb & Morris										
50 Wis. Cen. R. R. Co.										
51 Wisconsin Cen. Co.	1	3		2						
52 Hawthorn, N. & S.										
53 St. Paul & Duluth										

Accidents.

Accidents to persons, Wisconsin, 1899—Continued.

NAME OF COMPANY.	OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSS- INGS.		AS STA- TIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & N. E.										
2 Ahnapee & Western.										
3 Ashland Siskiwt										
4 Big Falls R'y Co.										
5 B. H. & G. W.										
6 Bayfield Trans. R'l										
7 C. M. & St. P.					1				2	5
8 Chicago & N. W.			1				2	2	6	11
9 C., St. P., M. & O.										2
10 Chicago, Bur. & N.							1			1
11 Chicago, L. S. & E.										
12 Chicago & L. Sup.										
13 Chicago, Mad. & N.										
14 Chi., Wis. & Minn.										
15 Chippewa R. & Men.										
16 Drummond & S. W.										
17 Duluth, S. S. & Atl.										
18 Duluth Short Line										
19 Duluth, Sup. & W.										
20 Dunbar & Waus'kee										
21 E. R'y Co. of Min.										1
22 Fairchild & N. E.										
23 Green Bay & W.										
24 Hazelhurst & S. E.										
25 Iola & Northern										
26 Glenwood & N. E.										
27 K., G. B. & W.										
28 Kickapoo V. & N.										
29 L. S. T. & T. R'y Co.				1						1
30 Mattoon R'y Co.										
31 M'l. & L. Winnebago										
32 Milwaukee & Sup.										
33 Marshfield & S. E.										
34 Marinette, T. & W.										
35 Milw. & Wauwatosa										
36 Minn. & Wis.										
37 M., St. P. & A.										
38 M., St. P. & S. S. M.										
40 Northw. Coal R'y Co.										
41 Oshkosh Transp. Co.										
42 Packwaukee & Mon.										
43 Rice L., Dallas & M.										
44 St. Cloud, G. & A.										
45 Wash'b'n. B. & I. R.										
46 West Range										
47 Winona B. R'y Co.										
48 Wisconsin & Mich.										
49 Whitcomb & Morris										
50 Wis. Cen. R. R. Co.									1	5
52 Hawthorn, N. & S.										
53 St. Paul & Duluth										

Accidents.

Accidents to persons, Wisconsin, 1899 — Employees other than trainmen, switchmen, flagmen and watchmen.

NAME OF COMPANY.	COUPLING AND UN- COUPLING CARS.		FALLING FROM TRAINS AND EN- GINES.		OVERHEAD OBSTRU- CTIONS.		COLLI- SIONS.		DERAIL- MENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & North..										
2 Ahnapee & Western..										
3 Ashland Siskiwit ..										
4 Big Falls R'y Co.										
5 Bayfield H. & G. W.]										
6 Bayfield Trans. R'y]										
7 Chicago, M. & St. P.		1		6						2
8 Chicago & Northwest.		1						1		
9 C., St. P., M. & O.										
10 Chicago, Bur. & N.				1						
11 Chicago, L. S. & E.		9								
12 Chicago & Lake Sup.										
13 Chicago, Mad. & N.										
14 Chicago, Wis. & M.										
15 Chippewa River & M.										
16 Drummond & S. W.										
17 Duluth, S. S. & Alt.										
18 Duluth Short Line...				1						
19 Duluth, Sup. & W.										
20 Dunbar & Wausaukee										
21 East. R'y Co. of M.										
22 Fairchild & North...										
23 Green Bay & West...					1					
24 Hazelhurst & S. E.										
25 Iola & Northern...										
26 Glenwood & North...										
27 Kewau., G. B. & W.										
28 Kickapoo Val. & N.										
29 L. S., T. & T. R'y Co.										
30 Mattoon R'y Co.										
31 Mil. & L. Winnebago										
32 Milwaukee & Sup.										
33 Marshfield & So. E.										
34 Marinette, T. & W.										
35 Milwaukee & Wau.										
36 Minnesota & Wis.										
37 Minn., St. P. & A.										
38 M., St. P. & S. S. M.								1		
39 Northern Pacific		1								
40 North. Coal R'y Co.										
41 Oshkosh Tran. Co.										
42 Packwaukee & Mon.										
43 Rice L., D. & M.										
44 St. Cloud, T. & A.										
45 Washburn, B. & I. R.										
46 West Range										
47 Winona B. R'y Co.										
48 Wisconsin & Mich.										
49 Whitcomb & Morris.										
50 Wis. Cen. B. R. Co.				1						
51 Wisconsin Cen. Co.										
52 Hawthorn, N. & S.										
53 St. P. & Duluth.....										

Accidents.

Accidents to persons, Wisconsin, 1899 -- Employees other than trainmen, switchmen, flagmen and watchmen -- Continued.

NAME OF COMPANY.	OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSS- INGS.		AT STA- TIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & North.....										
2 Ahnapee & Western.....										
3 Ashland Slakiwit.....										
4 Big Falls R'y Co.....										
5 Bayfield H. & G. W.....										
6 Bayfield Trans. R'y.....										
7 Chicago, M. & St. P.....	1	16							3	23
8 Chicago & Northwest.....							3	14	3	16
9 C., St. P., M. & O.....							2	8	2	8
10 Chicago, Bur. & N.....					1					2
11 Chicago, L. S. & E.....										
12 Chicago & Lake Sup.....										
13 Chicago, Mad. & N.....										
14 Chicago, Wis. & M.....										
15 Chippewa River & M.....										
16 Drummond & S. W.....					1					5
17 Duluth, S. S. & A.....							4			
18 Duluth, Short Line.....									1	1
19 Duluth, Sup. & W.....						1				
20 Dunbar & Wausaukee.....										
21 E. R'y Co. of Minn.....							3			3
22 Fairchild & North.....										
23 Green Bay & W.....							6		1	6
24 Hazelhurst & S. E.....										
25 Iola & Northern.....										
26 Glenwood & North.....										
27 Kewanee, G. B. & W.....										
28 Kickapoo Val. & N.....										
29 L. S., T. & T. R'y Co.....										
30 Mattoon R'y Co.....										
31 Mil. & L. Winnebago.....										
32 Milwaukee & Sup.....										
33 Marshfield & So. E.....										
34 Marinette, T. & W.....										
35 Milwaukee & Wau.....										
36 Minnesota & Wis.....										
37 Minn., St. P. & A.....										
38 M., St. P. & S. S. M.....							14			15
39 Northern Pacific.....							1			2
40 N. W. Coal R'y Co.....										
41 Oshkosh Tran. Co.....										
42 Packwaukee & Mon.....										
43 Rice L. D. & M.....										
44 St. Cloud, G. & A.....										
45 Washburn, B. & I. R.....										
46 West Range.....										
47 Winona B. R'y Co.....										
48 Wisconsin & Mich.....										
49 Whitcomb & Morris.....										
50 Wis. Cen. R. R. Co.....										
51 Wisconsin Cen. Co.....							2	5	2	6
52 Hawthorn, N. & S.....										
53 St. P. & Duluth.....										

Accidents.

Accidents to persons. Wisconsin, 1899 — Passengers.

NAME OF COMPANY.	COLLISIONS.		DERAILMENTS.		OTHER TRAIN ACCIDENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & Northeast						
2 Ahnapee & Western						
3 Ashland Siskiwt						
4 Big Falls R'y Co.						
5 Bayfield R. & G. W.						
6 Bayfield Transfer R'y.						
7 Chicago, Mil. & St. P.						
8 Chicago & Northwest'n		3				
9 C. St. P. M. & O.						
10 Chicago, Bur. & North.						
11 Chicago, L. S. & E.						
12 Chicago & Lake Sup.					1	
13 Chicago, Madison & N.						
14 Chicago, Wis. & Minn.						
15 Chippewa Riv. & Men.						
16 Drummond & S. W.						
17 Duluth So. Shore & A.						
18 Duluth Short Line						
19 Duluth, Sup. & Western						
20 Dunbar & Wausaukee.						
21 Eastern R'y Co. of M.						
22 Fairchild & North E.						
23 Green Bay & Western.						
24 Hazelhurst & So. East.						
25 Iola & Northern						
26 Glenwood & Northeast.						
27 Kewaunee, G. B. & W.						
28 Kickapoo Val. & North.						
29 L. S. T. & T. R'y Co.						
30 Mattoon R'y Co.						
31 Milwaukee, & Lake W.						
32 Milwaukee & Superior.						
33 Marshfield & So. East.						
34 Marinette, Tom. & W.						
35 Mil. & Wauwatosa.						
36 Minnesota & Wisconsin						
37 Minn. St. P. & A.						
38 M. St. P. & S. S. M.						
39 Northern Pacific						
40 Northwest Coal R'y Co.						
41 Oshkosh Transport. Co.						
42 Packwaukee & Montello						
43 Rice Lake, Dallas & M.						
44 St. Cloud, G. & A.						
45 Washburn, B. & I. R.						
46 West Range						
47 Winona B. R'y Co.						
48 Wisconsin & Michigan.						
49 Whitcomb & Morris						
50 Wis. Cen. R. R. Co.						
51 Wisconsin Central Co.		1				
52 Haw. Nebagamon & S.						
53 St. Paul & Duluth.						

Accidents.

Accidents to persons, Wisconsin, 1899—Passengers—Continued.

AT HIGHWAY CROSSINGS.		AT STATIONS.		OTHER CAUSES.		TOTAL.		No.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
								1
								2
								3
								4
								5
								6
								7
			5				5	8
					1		4	9
					1		1	10
			1				1	11
								12
								13
						1		14
								15
								16
				1		1		17
								18
								19
								20
								21
								22
								23
								24
								25
								26
								27
								28
								29
								30
								31
								32
								33
								34
								35
								36
								37
					2		2	38
								39
								40
								41
								42
								43
								44
								45
								46
								47
								48
								49
								50
					1		2	51
								52
								53

Accidents.

Accidents to persons, Wisconsin, 1899 — Trespassers.

NAME OF COMPANY.	COLLISIONS.		DERAILMENTS.		OTHER TRAIN ACCIDENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & Northern						
2 Ahnapee & Western						
3 Ashland Siskiwt						
4 Big Falls R'y Co.						
5 Bayfield H. & G. W.]						
6 Bayfield Transfer R'y]						
7 Chicago, Mil. & St. Paul						
8 Chicago & N. W.	1			1		
9 C. St. P., M. & O.						
10 Chicago, Bur. & Nor.						
11 Chicago, L. Shore & E.						
12 Chicago & L. Superior						
13 Chicago, Madison & N.						
14 Chicago, Wis. & Minn.						
15 Chippewa R. & Menom.						
16 Drummond & S. W.						
17 Duluth, S. Shore & Atl.						
18 Duluth Short Line						
19 Duluth, Superior & W.						
20 Dunbar & Wausaukee						
21 Eastern R'y of Minn.						
22 Fairchild & N. E.						
23 Green Bay & Western						
24 Hazelhurst & S. E.						
25 Iola & Northern						
26 Glenwood & Northeast'n						
27 Kewaunee, G. B. & W.						
28 Kickapoo Valley & N.						
29 L. Sup. T. & T. R'y Co.						
30 Mattoon R'y Co.						
31 Mil. & Lake Winnebago						
32 Milwaukee & Superior						
33 Marshfield & S. E.						
34 Marinette, Tom. & W.						
35 Milwaukee & Wau'tosa						
36 Minnesota & Wisconsin						
37 Minneapolis, St. P. & A.						
38 M. St. P. & S. Ste. M.						
39 Northern Pacific						
40 Northwest Coal R'y Co.						
41 Oshkosh Transp. Co.						
42 Packwaukee & Montello						
44 St. Cloud, Grantsb. & A.						
42 Rice L., Dallas & Men.						
45 Wash'n. Bayfd & I. R.						
46 West Range						
47 Winona Bridge R'y Co.						
48 Wisconsin & Michigan						
49 Whitcomb & Morris						
50 Wis. Cen. E. R. Co.						
51 Wisconsin Central Co.	1	1				
52 Hawth'n. Nebag. & Sup.						
53 St. Paul & Duluth						

Accidents.

Accidents to persons, Wisconsin, 1899—Trespassers—Continued.

AT HIGHWAY CROSSINGS.		AT STATIONS.		OTHER CAUSES.		TOTAL.		No.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
								1
								2
								3
								4
								5
								6
9	4	34	19	31	22	43	23	7
				2	9	32	23	8
			1			2	9	9
							1	10
				1		1		11
								12
								13
								14
								15
								16
								17
								18
								19
								20
								21
1						1		22
								23
								24
								25
					1		1	26
								27
								28
								29
								30
								31
								32
								33
								34
								35
								36
				3	1	3	1	37
								38
								39
								40
								41
								42
								43
								44
								45
								46
								47
								48
								49
				6	7	7	8	50
								51
								52
								53

Accidents.

Accidents to persons, Wisconsin, 1899—Not trespassing.

NAME OF COMPANY.	COLLISIONS.		DERAILMENTS.		OTHER TRAIN ACCIDENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Abbotsford & Northeast						
2 Ahnapee & Western						
3 Ashland Siskiwt						
4 Big Falls R'y Co.						
5 Bayfield Har. & G. W.]						
6 Bayfield Transfer R'y]						
7 Chicago, Mil. & St. Paul						
8 Chicago & N. W.						
9 C. St. P. M. & O.						
10 Chicago, Bur. & Nor.						
11 Chicago, L. Shore & E.						
12 Chicago & L. Superior						
13 Chicago, Madison & N.						
14 Chicago, Wis. & Minn.						
15 Chippewa R. & Menom.						
16 Drummond & S. W.						
17 Duluth, S. Shore & Atl.						
18 Duluth Short Line						
19 Duluth, Superior & W.						
20 Dunbar & Wausaukee						
21 Eastern R'y of Minn.						
22 Fairchild & N. E.						
23 Green Bay & Western						
24 Hazelhurst & S. E.						
25 Iola & Northern						
26 Glenwood & Northeast'n						
27 Kewaunee, G. B. & W.						
28 Kickapoo Valley & N.						
29 L. Sup. T. & T. R'y Co.						1
30 Mattoon R'y Co.						
31 Mil. & Lake Winnebago						
32 Milwaukee & Superior						
33 Marshfield & S. E.						
34 Marinette, Tom. & W.						
35 Milwaukee & Wau'tosa						
36 Minnesota & Wisconsin						
37 Minneapolis, St. P. & A.						
38 M., St. P. & S. Ste. M.						
39 Northern Pacific						
40 Northwest, Coal R'y Co.						
41 Oshkosh Transp. Co.						
42 Packwaukee & Montello						
43 Rice L. Dallas & Men.						
44 St. Cloud, Grantsh. & A.						
45 Wash'b'n, Bayf'd & I. R.						
46 West Range						
47 Winona Bridge R'y Co.						
48 Wisconsin & Michigan						
49 Whitcomb & Morris						
50 Wis. Cen. R. R. Co.						
51 Wisconsin Central Co.						
52 Hawth'n, Nebag. & Sup.						
53 St. Paul & Duluth						

Accidents.

Accidents to persons, Wisconsin, 1899—Not trespassing—Continued.

AT HIGHWAY CROSSINGS.		AT STATIONS.		OTHER CAUSES.		TOTAL.		No.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
.....	1
.....	2
.....	3
.....	4
.....	5
.....	6
.....	7
12	8	.....	.....	1	11	13	19	8
.....	1	.....	.....	3	2	3	3	9
.....	1	.....	1	.....	.....	.....	2	10
.....	11
2	2	.....	12
.....	13
.....	14
.....	15
.....	16
.....	17
.....	18
.....	19
1	1	.....	20
.....	21
.....	22
.....	23
.....	24
.....	25
2	2	.....	26
.....	27
.....	1	28
.....	29
.....	30
.....	31
.....	32
.....	33
.....	34
.....	35
.....	36
.....	37
.....	2	.....	1	1	.....	1	3	38
.....	39
.....	40
.....	41
.....	42
.....	43
.....	44
.....	45
.....	46
.....	47
.....	48
.....	49
8	5	.....	.....	.....	.....	8	5	50
.....	51
.....	52
.....	53

Characteristics of Road.

Characteristics of road, Wisconsin, 1899.

NAME OF COMPANY.	MILES.	ALIGNMENT.		
		Number of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.
1 Abbotsford & Northeastern				
2 Ahnapee & Western	34	35	8.7	25.3
3 Ashland Siskiwi				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	3.86	23	1.73	2.8
7 Chicago, Mil. & St. Paul				
8 Chicago & Northwestern	1,625.73	1,990	352.59	1,273.14
9 C. St. P., M. & O.	620.7	670	119.13	500.94
10 Chicago, Burlington & Nor.				
11 Chicago, Lake Shore & E'n				
12 Chicago & Lake Superior	3			
13 Chicago, Madison & North'n	91.31	132	28.94	62.37
14 Chicago, Wisconsin & Minn.	65.95	55	19.51	55.44
15 Chippewa River & Menom.	39.50	43	10	29.50
16 Drummond & South Western	21.72	98	9.14	12.58
17 Duluth, South Shore & Atl.	106.53	123	22.53	84
18 Duluth Short Line	1.75			1.75
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.				
22 Fairchild & North Eastern				
23 Green Bay & Western	22.5	132	31.22	193.78
24 Hazelhurst & So. Eastern	17	66	9.16	7.84
25 Iola & Northern	4.70	3	.70	4
26 Glenwood & Northeastern				
27 Kewaunee, Green Bay & W.	36.70	39	10.39	26.31
28 Kickapoo Valley & Northern				
29 L. Superior T. & T. R'y Co.				
30 Mattoon R'y Co.				
31 Milwaukee & L. Winnebago	91.20	58	16.35	74.85
32 Milwaukee & Superior	20.16	31	4.51	15.65
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.	33.30	47	5.93	27.36
35 Milwaukee & Wauwatosa				
36 Minnesota & Wisconsin				
37 Minneapolis, St. P. & Ashl'd				
38 M., St. P. & S. Ste. M.	271.42	312	59.31	212.11
39 Northern Pacific				
40 Northwestern Coal R'y Co.	12.82	13	282	9.99
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello	7.68			
43 Rice L., Dallas & Menomonie				
44 St. Cloud, Grantsburg & A.	12	18	3.30	8.70
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	32.82	24	5.30	27.52
49 Whitcomb & Morris	6	9		
50 Wisconsin Central R. R. Co.	352.14	304	64.70	287.44
51 Wisconsin Central Co.	172.55	217	46.23	126.32
52 Hawthorn, Nebag. & Sup.	7.35			
53 St. Paul & Duluth	13.75	18	3.30	10.45

Characteristics of Road.

Characteristics of road, Wisconsin, 1899—Continued.

Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.			No.
	Number.	Sum of ascents, feet.	Aggregate length of descending grades, miles.	Number.	Sum of ascents, feet.	Aggregate length of descending grades, miles.	
6.5	22	71,604	15.6	18	62,400	11.9	1
3.86							2
40.97	1,105	18,578.6	666.47	1,072	17,222.2	618.29	3
129.13	664	7,547.33	241.75	656	8,054.3	249.19	4
							5
							6
							7
							8
							9
							10
							11
25.14	48	1,220	42.45	38	787	23.72	12
12.97	64	808.7	28.22	55	561.5	22.8	13
10.25	36	875	12.50	23	422	7.75	14
4.387	75	361.5	6.846	92	554.45	10.487	15
16.27	81	1,131.72	34.15	107	1,658.62	56.11	16
.80	1	10.80	.95				17
							18
							19
							20
							21
							22
158	31		43	21		24	23
4.93	50	509.4	5.75	49	517	6.32	24
4.70							25
							26
9.28	22	233	12.45	22	233	14.97	27
							28
							29
							30
17.61	75	598.7	28.15	100	1,146.6	45.44	31
2.23	24	402	8.53	22	255.7	9.35	32
							33
13.35	23	495	10.93	22	233	62.6	34
							35
							36
							37
60.75	672	3,023.5	112.32	609	3,003.5	98.35	38
							39
3.23	18	97.3	5.62	10	71.9	3.94	40
							41
							42
2.89	13	159.73	5.2	15	183.38	4.9	43
							44
							45
8.84	35	255.2	16.1	21	180.5	7.95	46
							47
106.2	220	3,693.5	114.53	209	4,186	131.59	48
22.33	173	249.61	67.93	186	2,930.7	82.24	49
							50
3.69	14	170.53	597	15	18,338	409	51
							52
							53

Characteristics of Road.

Characteristics of road, Wisconsin — Continued.

NAME OF COMPANY.	BRIDGES.				
	Stone.	Iron.	Wooden.	Combina- tion.	Total
1 Abbotsford & Northeast.....			8		8
2 Ahnapee & Western			12		12
3 Ashland Siskiwi.....					
4 Big Falls R'y Co.....					
5 Bayfield Har. & G. W.....					
6 Bayfield Transfer R'y.....					
7 Chicago, M'l. & St. P.....		118	81	2	201
8 Chicago & Northwester.....	120	260	70	11	561
9 Chicago, St. P., M. & O.....	15	79	11	1	106
10 Chicago, Bur. & North'n.....		11½	357	1	369½
11 Chicago, L. S. & E.....					
12 Chicago & L. Superior.....					
13 Chicago, Madison & N.....		13	9		22
14 Chicago, Wiscon. & M.....		5			5
15 Chippewa Riv. & Men.....					
16 Drummond & So. West'n.....			3		3
17 Duluth, S. S. & Atlantic.....		4	9		13
18 Duluth Short Line.....		1			1
19 Duluth, Sup. & West'n.....					
20 Dunbar & Wausaukee.....					
21 Eastern R'y Co. of M.....		8			8
22 Fairchild & North East.....					
23 Green Bay & Western.....		5	125		130
24 Hazelhurst & So. East.....			1		
25 Iola & Northern.....			5		5
26 Glenwood & Northeast'n.....					
27 Kewaunee, G. B. & W.....			14		14
28 Kickapoo Val. & North'n.....			30	15	45
29 Lake S. T. & T. R'y Co.....					
30 Mattoon R'y Co.....					
31 M'l. & L. Winnebago.....		9			9
32 Milwaukee & Superior.....					
33 Marshfield & So. Eastern.....					
34 Marinette, Tom. & W.....			6		6
35 M'l. & Wauwantosa.....					
36 Minnesota & Wisconsin.....					
37 Minneapolis, St. P. & A.....					
38 M., St. P. & S. S. Marie.....			126	½	126½
39 Northern Pacific.....		2	2	5	9
40 Northwest Coal R'y Co.....		1	1	1	3
41 Oshkosh Transport. Co.....					
42 Packwaukee & Montello.....					
43 Rice Lake, Dallas & M.....					
44 St. Cloud, G'tsb'g & A.....				1	1
45 Washburn, B. & I. R.....			5		5
46 West Range.....					
47 Winona Bridge R'y Co.....					
48 Wisconsin & Michigan.....		1	1		2
49 Whitcomb & Morris.....			4		4
50 Wis. Cent. R. R. Co.....		19	4		23
51 Wisconsin Central Co.....		10	6		16
52 Hawthorn, Neb. & Sup.....					
53 St. Paul & Duluth.....		1			1

Characteristics of Road.

Characteristics of road, Wisconsin — Continued.

NAME OF COMPANY.	BRIDGES.		
	Aggregate length.	Minimum length.	Maximum length.
1 Abbotsford & Northeastern	848	64	400
2 Ahnapee & Western	3,180	48	1,296
3 Ashland Siskiwt			
4 Big Falls R'y Co.			
5 Bayfield Harbor & Great Western			
6 Bayfield Transfer R'y			
7 Chicago, Milwaukee & St. Paul	26,359	8	310
8 Chicago & Northwestern	35,396	4	235
9 Chicago, St. Paul, Minneapolis & Omaha	12,792	3	1,317
10 Chicago, Burlington & Northern	34,676.9	6	1,812
11 Chicago, Lake Shore & Eastern			
12 Chicago & Lake Superior			
13 Chicago Madison & Northern	2,278	24	100
14 Chicago, Wisconsin & Minnesota	687.2	60	200.5
15 Chippewa River & Menomone			
16 Drummond & Southwestern	59		
17 Duluth, South Shore & Atlantic	851.9	25.9	175
18 Duluth Short Line	2,193		
19 Duluth, Superior & Western			
20 Dunbar & Wausaukee			
21 Eastern Railway Co. of Minnesota	2,083	21	1,878
22 Fairchild & Northeastern			
23 Green Bay & Western	10,438	30	624
24 Hazelhurst & South Eastern	277		
25 Iola & Northern	791	74	247
26 Glenwood & Northeastern			
27 Kewanee, Green Ba & Western	5,704	16	1,700
28 Kickapoo Valley & Northern	4,607.7	14.4	362.6
29 Lake Superior Terminal & Trans. R'y Co.			
30 Mattoon R'y Co.	1,200.7	51	180.3
31 Milwaukee & Lake Winnebago			
32 Milwaukee & Superior			
33 Marshfield & South Eastern			
34 Marinette, Tomahawk & Western	3,060	600	2,200
35 Milwaukee & Wauwatosa			
36 Minnesota & Wisconsin			
37 Minneapolis, St. Paul & Ashland			
38 Minneapolis, St. Paul & Sault Ste. Marie	24,788	15	1,573
39 Northern Pacific	1,049	44	303
40 Northwestern Coal R'y Co.	548.10	128.10	270
41 Oshkosh Transportation Co.			
42 Packwaukee & Montello			
43 Rice Lake, Dallas & Menomone			
44 St. Cloud, Grantsburg & Ashland	444		
45 Washburn, Bayfield & Iron River	860	50	300
46 West Range			
47 Winona Bridge R'y Co.	2,706.3		
48 Wisconsin & Michigan	2,963		
49 Whitcomb & Morris	723		
50 Wisconsin Central R. R. Co.	4,278.11	40	1,497
51 Wisconsin Central Co.	5,682.6	394	2,339
52 Hawthorn, Nebagamom & Superior			
53 St. Paul & Duluth	2,193		

Characteristics of Road.

Characteristics of road, Wisconsin—Continued.

NAME OF COMPANY.	TRETTLES.			
	Number.	Aggregate length.	Minimum length.	Maximum length.
1 Abbottsford & Northeastern				
2 Ahnapee & Western				
3 Ashland Siskiwt				
4 Big Falls R'y Co.				
5 Bayfield Harbor & G. W.				
6 Bayfield Transfer R'y	1	625	625	625
7 Chicago, Mil. & St. Paul ..	1,521	110,981	7	1,666
8 Chicago & Northwestern ..	1,710	124,125		
9 C. St. P., M. & O.	632	44,787		
10 Chicago, Burlington & Nor.				
11 Chicago, Lake Shore & E.				
12 Chicago & Lake Superior ..				
13 Chicago, Madison & North'n	171	15,291	4	616
14 Chicago, Wisconsin & Minn.	66	3,440.3	10.6	343.8
15 Chippewa River & Menom.	34	6,805	100	1,500
16 Drummond & South Western	1	210		
17 Duluth, South Shore & Atl.	49	12,855	16	2,261
18 Duluth Short Line				
19 Duluth, Superior & Western				
20 Dunbar & Wausaukee				
21 Eastern R'y Co. of Minn.	8	2,987	20	1,482
22 Fairchild & North Eastern ..				
23 Green Bay & Western				
24 Hazelhurst & South Eastern				
25 Iola & Northern				
26 Glenwood & Northeastern ..				
27 Kewaunee, Green Bay & W.	2		91	1,141
28 Kickapoo Valley & Northern	16	1,614	34.6	466.6
29 L. Superior T. & T. R'y Co.	9	4,402.6	49	2,184
30 Maftoon R'y Co.				
31 Milwaukee & L. Winnebago	78	5,546.3	113	723.6
32 Milwaukee & Superior	12	858	9	200
33 Marshfield & South Eastern				
34 Marinette, Tomahawk & W.				
35 Milwaukee & Wauwatosa ..				
36 Minnesota & Wisconsin ..				
37 Minneapolis, St. P. & Ash'd				
38 M., St. P. & S. Ste. M.				
39 Northern Pacific	49	7,075	12	2,280
40 Northwestern Coal R'y Co.	13	7,370	128	1,327
41 Oshkosh Transportation Co.				
42 Packwaukee & Montello	5	257.5	30.3	62
43 Rice Lake, Dallas & Menom.				
44 St. Cloud, Grantsb. & Ash'd	4	793	20	569
45 Washburn, Bayfield & I. R.				
46 West Range				
47 Winona Bridge R'y Co.				
48 Wisconsin & Michigan	2	134.1	44.1	90
49 Whitcomb & Morris				
50 Wisconsin Central R. R. Co.	255	26,501.6	10	1,139
51 Wisconsin Central Co.	140	11,679.5	10	569.7
52 Hawthorn, Nebag. & Sup.				
53 St. Paul & Duluth	4	793	20	569

Characteristics of Road.

Characteristics of road, Wisconsin—Continued.

NAME OF COMPANY.	TUNNELS.				Gauge.	Miles.
	Number	Aggregate length.	Minimum length.	Maximum length.		
1 Abbotsford & Northeast.....					4 8½	15.16
2 Ahnapee & Western.....					4 8½	34
3 Ashland Siskiwit.....						
4 Big Falls R'y Co.....						
5 Bayfield Har. & G. W.]						
6 Bayfield Transfer Co.]					4 8½	3.86
7 Chicago, Mil. & St. Paul	1	1,330	1,330	1,330	4 8½	1,650.46
8 Chicago & N. W.....	4	7,446	354	3,822	4 8½	1,609.73
9 C., St. P., M. & O.....	1	872			4 8½	620.7
10 Chicago, Bur. & Nor.....					4 8½	223.1
11 Chicago, L. S. & E.....					4 8½	
12 Chicago & L. Superior.....						3
13 Chicago, Madison & N.....	1	1,214			4 8½	91.31
14 Chicago, Wis. & Minn.....					4 8½	72.87
15 Chippewa R. & Menom.....					4 8½	30.5
16 Drummond & S. W.....					4 8½	21.72
17 Duluth, S. S. & Atlantic.....					4 8½	107.88
18 Duluth Short Line.....					4 8½	1.75
19 Duluth, Superior & W.....						
20 Dunbar & Wausaukee.....					*	
21 East'n R'y Co. of Minn.....					4 8½	32.46
22 Fairchild & N. E.....						
23 Green Bay & Western.....					4 8½	225
24 Hazelhurst & S. E.....					4 8½	17
25 Iola & Northern.....					4 8½	4.7
26 Glenwood & N. E.....						
27 Kewaunee, G. B. & W.....					4 8½	36.7
28 Kickapoo Valley & Nor.....	1	404			4 8½	51.68
29 L. Sup. T. & T. R'y Co.....					4 8½	15.71
30 Mattoon R'y Co.....						
31 Mil. & Lake Winnebago.....					4 8½	96.76
32 Milwaukee & Superior.....					4 8½	26.4
33 Marshfield & S. E.....					4 8½	33
34 Marinette, Tom. & W.....					4 8½	33.3
35 Milwaukee & Wau'tosa.....						
36 Minnesota & Wisconsin.....						21
37 M., St. P. & A.....						3
38 M., St. P. & S. Ste. M.....					4 8½	271.42
39 Northern Pacific.....					4 8½	101.91
40 Northwestern C. R'y Co.....					4 8½	12.82
41 Oshkosh Trans. Co.....					4 8½	4.28
42 Packwaukee & Mon.....					4 8½	7.96
43 Rice L., Dallas & Men.....						
44 St. Cloud, G. & Ashland.....					4 8½	12
45 Washburn, B. & I. R.....					4 8½	34
46 West Range.....						
47 Winona Bridge R'y Co.....					4 8½	1.03
48 Wisconsin & Michigan.....					4 8½	63.55
49 Whitcomb & Morris.....					4 8½	6
50 Wis. Cen. R. R. Co.....					4 8½	336.11
51 Wisconsin Central Co.....					4 8½	218.17
52 Hawthorn, Neb. & Sup.....						
53 St. Paul & Duluth.....					4 8½	13.75

*Narrow.

Characteristics of Road.

Characteristics of road, Wisconsin—Bridges, trestles, tunnels conduits, etc.

NAME OF COMPANY.	OVERHEAD HIGHWAY.				
	Crossings.	Bridges.	Conduits.	Trestles.	Total.
1 Abbotsford & N. E.					
2 Ahnapee & Western					
3 Ashland Slakiwit					
4 Big Falls R'y Co.					
5 Bayfield Har. & G. W.]					
6 Bayfield Transfer R'y .					
7 Chicago, Mil. & St. P. .		5		26	31
8 Chicago & Northwestern		20		26	46
9 Chicago, St. P. M. & O. .		10			10
10 Chicago, Bur. & Nor.					
11 Chicago, L. S. & E.					
12 Chicago & Lake Superior					
13 Chicago, Madison & N. .				6	6
14 Chicago, Wis. & Minn. .					
15 Chippewa R. & Menom. .					
16 Drummond & S. W.					
17 Duluth, So. Sh. & Atl. .					
18 Duluth Short Line					
19 Duluth, Superior & W. .					
20 Dunbar & Wausaukee .					
21 Eastern R'y Co. of Minn. .				1	1
22 Fairchild & N. E.					
23 Green Bay & Western .					
24 Hazelhurst & S. E.					
25 Iola & Northern					
26 Glenwood & N. E.					
27 Kewaunee, G. B. & W. .				1	
28 Kickapoo Valley & Nor. .					
29 L. Sup. T. & T. R'y Co. .					
30 Mattoon R'y Co.					
31 Mil. & L. Winnebago .				3	3
32 Milwaukee & Superior .					
33 Marshfield & S. E.					
34 Marinette, Tom. & W. .					
35 Milwaukee & Wau'tosa .					
36 Minnesota & Wisconsin					
37 Minneapolis, St. P. & A. .					
38 M., St. P. & S. Ste. M. .					
39 Northern Pacific				1	1
40 Northw. Coal R'y Co.					
41 Oshkosh Trans. Co.					
42 Packwaukee & Montello .					
43 Rice L., Dallas & Men. .					
44 St. Cloud, G. & A.					
45 Washburn, B. & I. R. .					
46 West Range					
47 Winona Bridge R'y Co. .					
48 Wisconsin & Michigan .					
49 Whitcomb & Morris .					
50 Wis. Cen. R. R. Co.				1	1
51 Wisconsin Cen. Co.				1	1
52 Hawthorn, N. & Sup.					
53 St. Paul & Duluth					

Characteristics of Road.

Characteristics of road, Wisconsin—Bridges, trestles, tunnels, conduits, etc.—
Continued.

OVERHEAD RAILWAY CROSSINGS.						No.
Bridges.	Conduits.	Trestles.	Total.	Height of lowest above surface of rail.	Tunnels.	
						1
						2
						3
						4
						5
						6
6		3	9	17	4	7
6		4	10	19		8
2			2	176		9
						10
						11
1			1	18		12
		1	1	20		13
						14
						15
2			2	22		16
						17
						18
						19
				22		20
						21
						22
						23
						24
						25
				22		26
						27
						28
						29
1			1	17	1	30
		1	1	23		31
						32
						33
						34
						35
						36
						37
						38
				21	8	39
						40
						41
						42
						43
						44
						45
						46
						47
						48
		2	2	17	9	49
				17	6	50
						51
						52
						53

Telegraph.

Telegraph—A. Owned by company making report—Wisconsin, 1899.

NAME OF COMPANY.	Miles of line.	Miles of wire.	OPERATED BY THIS COMPANY.	
			Miles of line.	Miles of wire.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western.....				
3 Ashland Siskiwt.....				
4 Big Falls R'y Co.....				
5 Bayfield Harbor & G. W.....				
6 Bayfield Transfer R'y.....				
7 Chicago, Mil. & St. Paul.....	1,619.30	6,319.10		
8 Chicago & Northwestern.....		403.60		403.60
9 Chicago, St. P. M. & O.....				
10 Chicago, Burlington & N.....	226.17	2,377.65	222.42	574.36
11 Chicago, Lake Shore & Eastern.....	11.75	23.	11.75	23.
12 Chicago & Lake Superior.....				
13 Chicago, Madison & Northern.....				
14 Chicago, Wisconsin & Minn.....	65.95	267.62		
15 Chippewa River & Menomonie.....	24.50	24.50	24.50	24.50
16 Drummond & South Western.....				
17 Duluth, So. Shore & Atlantic.....	109.03	123.06		
18 Duluth Short Line.....	1.75	3.50		
19 Duluth, Superior & Western.....				
20 Dunbar & Wausaukee.....				
21 Eastern Railway Co. of Minn.....	37.90	90.69	37.90	47.70
22 Fairchild, & North Eastern.....				
23 Green Bay & Western.....	260.	260.		
24 Hazelhurst & South Eastern.....				
25 Iola & Northern.....				
26 Glenwood & Northeastern.....				
27 Kewaunee, Green Bay & W.....	32.91	32.91		
28 Kickapoo Valley & Northern.....				
29 Lake Sup. T. & T. R'y Co.....				
30 Matton R'y Co.....				
31 Milwaukee & Lake Winnebago.....	91.20	235.15		
32 Milwaukee & Superior.....				
33 Marshfield & South Eastern.....				
34 Marinette, Tomahawk & W.....				
35 Milwaukee & Wauwatosa.....				
36 Minnesota & Wisconsin.....				
37 Minneapolis, St. P. & Ashland.....				
38 Minn., St. P. & Sault Ste. Marie.....	266.1	79.42	26.61	794.2
39 Northern Pacific.....	85.07			118.56
40 Northwestern Coal R'y Co.....				
41 Oshkosh Transportation Co.....				
42 Pacwaukee & Montello.....	7.68	7.68		
43 Rice Lake, Dallas & Monom.....				
44 St. Cloud, Grantsburg & Ash.....	12.	12.		
45 Washburn, Bayfield & Iron R.....				
46 West Range.....				
47 Winona Bridge R'y Co.....	2.28	2.28	2.28	2.28
48 Wisconsin & Michigan.....				
49 Whitcomb & Morris.....				
50 Wisconsin Central R. R. Co.....	320.07	812.25	320.07	812.25
51 Wisconsin Central Co.....	171.32	434.05	171.32	434.05
52 Hawthorn Neb. & Superior Ry.....				
53 St. Paul & Duluth R'y.....	13.75	15.50		

Telegraph.

Telegraph—A. Owned by company making report—Wisconsin, 1899.

OPERATED BY ANOTHER COMPANY.

Miles of line.	Miles of wire.	Name of operating company.	No.
			1
			2
			3
			4
			5
			6
1,619.30	6,319.10	Western Union Tel. Co. This line is operated jointly by the Western Union Tel. Co. and C. & N. W. R'y	7
			8
3.75	1,813.29	North American Tel. Co.	9
			10
			11
			12
65.95	267.62	Owned jointly by Western Union Tel. Co. and Wisconsin Central R. R. Co.	13
			14
			15
			16
		Operated jointly by D. S. S. & A. R'y and Western Union Tel. Co.	17
1.75	3.50	Operated jointly by St. Paul & D. and Western Union Tel. Co.	18
			19
			20
	47.70	Operated jointly by E. M. R'y and Western Union Tel. Co.	21
			22
		Owned and operated jointly with Western Union Tel. Co.	23
			24
			25
			26
		Owned and operated jointly with Western Union Tel. Co.	27
			28
			29
91.20	285.15	Owned and operated by Western Union Tel. Co. and Wisconsin Central R. R. Co.	30
			31
			32
			33
			34
			35
			36
			37
			38
	16.12	Owned and operated jointly with Western Union Tel. Co.	39
			40
7.68	7.68	Owned jointly with Western Union Tel. Co.	41
			42
12.	12.	Operated jointly by St. P. & D. and Western Union Tel. Co.	43
			44
			45
			46
			47
			48
			49
		Owned jointly with Western Union Tel. Co.	50
		Owned jointly with Western Union Tel. Co.	51
13.75	15.50	Owned jointly with Western Union Tel. Co.	52
			53

Telegraph.

Telegraph.—B. Owned by another company, but located on property of road making this report.

Name of Company.	Miles of line.	Miles of wire.
1 Abbotsford and Northeastern.....		
2 Ahnapee & Western	34.	34.
3 Ashland Siskiwi.....		
4 Big Falls R'y Co.		
5 Bayfield Harbor & Great Western		
6 Bayfield Transfer R'y		
7 Chicago, Milwaukee & St. Paul	1,619.39	6,319.10
8 Chicago & North western	1,711.60	7,617.82
9 Chicago, St. Paul, Minneapolis & Omaha	609.60	4,317.40
10 Chicago, Burlington & Northern	3.75	1,513.29
11 Chicago, Lake Shore & Eastern		1.25
12 Chicago & Lake Superior		
13 Chicago, Madison and Northern	54.00	95
14 Chicago, Wisconsin & Minnesota		172.82
15 Chippewa River & Menomonie		
16 Drummond & South Western		
17 Duluth, South Shore & Atlantic		
18 Duluth Short Line		1.75
19 Duluth, Superior & Western		
20 Dunbar & Wausaukee		
21 Eastern Railway Co. of Minnesota		
22 Fairchild & North Eastern		
23 Green Bay & Western		
24 Hazelhurst & South Eastern		
25 Iola & Northern		
26 Glenwood & Northeastern		
27 Kewaunee Green Bay and Western		
28 Kickapoo Valley & Northern		
29 Lake Superior Terminal & Transfer R'y Co.		
30 Mattoon R'y Co.		
31 Milwaukee & Lake Winnebago		189.50
32 Milwaukee & Superior	20.16	20.16
33 Marshfield & South Eastern		
34 Marinette, Tomahawk & Western		
35 Milwaukee & Wauwatosa		
36 Minnesota & Wisconsin		
37 Minneapolis, St. Paul & Ashland		
38 Minneapolis, St. Paul & Sault Ste. Marie		
39 Northern Pacific		79.44
40 Northwestern Coal R'y Co.	11.12	
41 Oshkosh Transportation Co		
42 Packwaukee & Montello		7.68
43 Rice Lake, Dallas & Menomonie		
44 St. Cloud, Grantsburg & Ashland		
45 Washburn, Bayfield & Iron River		
46 West Range		
47 Winona Bridge R'y Co		
48 Wisconsin & Michigan	34	44.20
49 Whitcomb & Morris		
50 Wisconsin Central R. R. Co.		
51 Wisconsin Central Co.		432.08
52 Hawthorn, Nebagamon & Superior R'y		
53 St. Paul & Duluth R'y		1.75

Telegraph.

Telegraph.—B. Owned by another company, but located on property of road making this report.

Name of owner.	Name of operating company.	No.
Western Union Tel. Co.	Western Union Tel. Co.	1
		2
		3
		4
		5
		6
Western Union Tel. Co.	Western Union Tel. Co.	7
Western Union and C. & N. W. R'y	Western Union & C. & N. W. R'y	8
Western Union Tel. Co.	Western Union Tel. Co.	9
North American Tel. Co.	North American Tel. Co.	10
Standard Oil Co.	Standard Oil Co.	11
		12
Western Union Tel. Co.	Western Union Tel. Co.	13
Western Union Tel. Co.	Western Union Tel. Co.	14
		15
		16
		17
Western Union Tel. Co.	Western Union Tel. Co.	18
		19
		20
		21
		22
		23
		24
		25
		26
		27
		28
		29
		30
Western Union Tel. Co.	Western Union Tel. Co.	31
Western Union Tel. Co.	Western Union Tel. Co.	32
		33
		34
		35
		36
		37
		38
Western Union Tel. Co.	Western Union Tel. Co.	39
Eastern R'y of Minnesota	Eastern R'y of Minnesota	40
		41
Western Union Tel. Co.	Western Union Tel. Co.	42
		43
		44
		45
		46
		47
Western Union Tel. Co.	Wisconsin & Michigan R'y Co.	48
		49
Western	Owned jointly with Western Union Tel. Co.	50
Western Union Tel. Co.	Western Union Tel. Co.	51
		52
Western Union Tel. Co.	Western Union Tel. Co.	53

Street Railways.

CONDENSED REPORT OF STREET RAILWAYS FOR THE YEAR ENDING DECEMBER 31, 1899.

NAME OF COMPANY.	LENGTH OF ROAD.	MILES OF TRACK.		MILEAGE.		AMOUNT OF STOCK.		INDEBTEDNESS.	
		Single.	Double.	In city.	In town or village.	Preferred.	Common.	Bonded.	All Other.
Superior Rapid Transit.....	25.50	.75	12.75	25.50	.....	.....	\$1,000,000	\$305,000	\$147,886 12
Madison Electric Ry Co.....	9.15	8.50	.65	9.15	.....	.....	56,000	140,000	.....
Fond du Lac St. Ry & Light Co.....	3.63	3.63	.....	3.63	.....	.....	76,100	24,000	77,524 93
Twin City General Electric Co.....	5	5	.....	2	3	\$400,000	.....	150,000	7,741 98
* Fox River Electric Ry & Power Co.....	13.63	10.68	2.81	9.66	3.87	121,940	20,900	120,450	13,500 00
Chicago, Harvard & Geneva Lake.....	11	5.50	.....	.....	11	150,000	.....	100,000	.....
Milwaukee Electric Ry & Light Co.....	140.29	13.38	63.45	117.54	22.75	8,500,000	3,500,000	8,000,000	932,074 07
Milwaukee Light, Heat & Traction.....	73.18	47.94	12.67	27.89	45.49	.....	500,000	1,500,000	244,084 50
Merrill Ry & Lighting Co.....	1.51	1.51	.....	1.51	.....	.....	20,000	54,000	7,400 00
Appleton Electric Light & Power Co.....	3.50	3.50	.....	3.50	.....	.....	49,500	135,000	22,283 47
Janesville St. Ry Co.....	7	7	.....	7	.....	.....	50,000	75,000	41,545 48
Citizens Traction Co.....	29.99	29.99	.....	15.46	14.53	.....	500,000	500,000	.....
Fox River Valley Electric Ry Co.....	7.78	7.53	.....	4.92	2.86	.....	200,000	200,000	33,732 89
Sheboygan L. P. & St. Ry Co.....	17	17	2.00	12.19	6.83	.....	141,000	288,000	61,637 02
Ashtand Lighting Power & St. Ry Co.....	7	7	1.34	.....	.....	.....	150,000	110,000	30,466 40
McCartney Street Ry Co.....	3.25	2.75	.....	3.25	.....	22,500	.....	.....	.....
La Crosse City Ry Co.....	10.36	7.84	2.52	10.36	.....	.....	200,000	132,050	5,084 55
Waupaca Electric Light & Ry Co.....	4.75	4.75	.....	1.34	3.41	.....	75,000	40,000	5,490 00
Chippewa Valley Electric Ry.....	22	21	1	14	8	.....	200,000	200,000	20,423 50

Street Railways.

CONDENSED REPORT OF STREET RAILWAYS FOR THE YEAR ENDING DECEMBER 31, 1899.

NAME OF COMPANY.	Total receipts of railway separate from other sources.	Total disbursements on account of railway business separate from other.	Total amount during the year charged to construction.	Total amount during the year charged to operating expenses.	Location of company.	Name of officer making report.
Superior Rapid Transit.....	\$113,988 15	\$80,180 20	\$2,973 50	\$9,719 67	Superior.....	S. T. Norvel, Rec.
Madison Electric Ry. Co.....	53,473 33	46,896 43	4,744 53	42,151 92	Madison.....	R. W. Oakley, Pres.
Fond du Lac St. Ry. & Light Co.....	13,549 98	1,613 71	69,626 75	12,373 40	Fond du Lac.....	T. F. Groves, V. Pres.
Twin City General Electric Co.....	13,637 40	10,411 13		12,336 19	Hurley & Ironwood.....	E. D. Nelson, Pres.
* Fox River Electric Ry. & Power Co.....	34,661 98	50,461 80	21,611 45	28,850 45	Green Bay.....	Mitchell Joannes, G. Mgr.
Chicago, Harvard & Geneva Lake.....	4,423 48*	1,229 63	701,931 17	846,362 20	Walworth.....	H. T. Windes, G. Mgr.
Milwaukee Electric Ry. & Light Co.....	1,668,562 87	1,035,445 63	1,028,861 12	120,281 13	Milwaukee.....	John T. Beggs, G. Mgr.
Milwaukee Light, Heat & Traction.....	1,170,545 03	124,274 61	1,028,861 12	3,391 55	Merrill.....	John T. Beggs, G. Mgr.
Merrill Ry. & Lighting Co.....	3,403 17	4,683 21	1,246 72		Appleton.....	E. S. King, Sec.
Appleton Electric Light & Power Co.....	5,518 70	5,450 24			Appleton.....	Aug. Ledyard Smith, Pres.
Janesville St. Ry. Co.....	11,453 50	13,507 97	4,456 82	11,281 47	Janesville.....	G. W. Biabons, Pres.
Citizens Traction Co.....	63,523 01	37,111 96	1,410 82	35,701 14	Oshkosh.....	E. E. Downs V. P. & G. Mgr.
Fox River Valley Electric Ry. Co.....	38,048 09		1,145 19	23,028 40	Appleton.....	H. D. Smith, Sec. & Treas.
Sheboygan L. P. & St. Ry. Co.....	19,077 02	63,123 17	35,825 27	27,297 80	Sheboygan.....	Edwin F. Debill, Sec.
Ashtland Lighting Power & St. Ry. Co.....	14,664 81	5,300 00		12,383 70	Ashtland.....	Geo. W. Harrison, Pres.
McCartney St. Ry. Co.....	8,864 81	3,300 00	1,000 00	4,500 00	Green Bay.....	J. H. Taylor, former Sec.
La Crosse City Ry. Co.....	57,585 07	31,981 09	8,784 82	41,788 97	La Crosse.....	B. E. Edwards, Pres.
Waupaca Electric Light & Ry. Co.....	2,878 81	1,319 00	45,866 20	1,319 00	Waupaca.....	Irving P. Loug, Pres.
Chippewa Valley Electric Ry. Co.....	36,449 83		17,408 17	22,401 29	Eau Claire.....	Arthur E. Appleyard.

Street Railways.

CONDENSED REPORT OF STREET RAILWAYS FOR THE YEAR ENDING DECEMBER 31, 1899.

NAME OF COMPANY.	ITEMS OF OPERATING EXPENSES.									
	General expenses.	Legal expenses.	Injuries and damages.	Rentals paid.	Conducting transportation.	Maintenance of ways and structures.	Maintenance of rolling stock.	For producing power.	Amount set aside for depreciation or reserve.	Amount expended for miscellaneous purposes.
Superior Rapid Transit Ry Co.	\$9,602 77	\$10 00	\$24 00	\$10,610 41	\$27,727 46	\$2,482 25	\$9,381 77	\$9,530 98	.....	\$5,012 77
Madison Electric Ry Co.	3,024 51	73 20	.....	.....	15,264 32	6,491 40	4,143 93	11,302 14	\$3,000 00	1,832 62
Fond du Lac Str. Ry & Light Co.	230 24	.....	.....	.....	3,904 11	251 03	.....	.....	.....	.....
Fox River Elect. St. Ry Co. & P. Co.	3,162 13	101 06	99 53	150 00	11,862 08	2,389 88	1,721 88	8,830 08	.....	530 80
Twin City Electric Co.	3,906 91	.....	.....	.....	.....	2,886 47	353 93	2,400 00	.....	3,118 88
Chicago, Harvard & Geneva Lake.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee Elect. Ry & Light Co.	75,378 62	25,094 38	50,068 88	2,462 12	527,174 47	92,300 48	73,943 08	.....	321,000 00	.....
Milwaukee Light, Heat & Tract. Co.	11,602 45	2,538 11	5,116 34	312 46	77,988 42	12,988 38	9,728 99	.....	.....	.....
Merrill Railway & Lighting Co.	135 18	.....	82 00	750 00	1,024 18	247 91	868 28	237 00	.....	.....
Appleton Elect. Light & Power Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ashland Light & Power Co.	1,338 62	25 20	30 00	80 00	5,270 28	1,141 40	898 96	3,763 93	.....	109 33
Janesville Street Ry Co.	321 55	88 01	.....	.....	4,022 27	382 95	428 82	6,059 87	.....	.....
Citizens Traction Co.	4,065 43	.....	10 00	.....	16,353 81	1,354 12	2,641 49	10,061 73	.....	1,164 56
Fox River Valley Electric Ry Co.	1,231 68	749 80	371 10	.....	12,019 32	2,488 58	2,174 63	5,311 39	.....	1,861 95
Sheboygan L. P. & Ry Co.	5,069 50	.....	2 50	.....	4,844 61	1,907 70	3,743 87	4,436 00	.....	7,374 02
McCartney St. Ry Co.	500 00	100 00	100 00	277 00	1,200 00	150 00	200 00	1,889 00	.....	34 00
La Crosse City Ry Co.	319 50	500 00	240 81	.....	16,059 00	3,493 12	3,768 46	6,013 03	.....	1,758 23
Waupaca Electric Light & Ry Co.	213 00	.....	.....	50 00	251 85	133 04	103 21	233 63	.....	304 23
Chippewa Valley Electric Ry Co.	4,670 40	.....	.....	.....	17,730 89	.....	.....	.....	.....	.....

Street Railways.

CONDENSED REPORT OF STREET RAILWAYS FOR THE YEAR ENDING DECEMBER 31, 1899.

NAME OF COMPANY.	ELECTRIC LIGHTING PLANT, RECEIPTS AND EXPENSES.							Remarks.
	Amount received from electric lighting.	Amount of operating expenses of electric lighting.	Amount received from other sources.	Amount of operating expenses of other sources.	Amount paid by company for interest on bonds.	Amount of other items of interest during year.	Amount of dividends paid on capital stock during year.	
Superior Rapid Tran. R'y Co.	.....	.....	.....	.....	\$18,330 00	\$4,697 08	.....	No lighting plant.
Madison Electric R'y Co.	.....	.....	.....	.....	7,000 00	.....	.....	No lighting plant.
Fond du Lac St. R'y & L. Co.	\$15,900 45	\$9,043 70	\$591 77	.....	600 00	1,863 81	.....	No lighting plant.
Fox River E. St. R'y Co. & P. Co.	5,950 39	5,141 80	7 05	.....	1,800 00	.....	.....	Under construction.
Twin City Electric Co.	.....	.....	.....	.....	.....	.....	.....	Amount for producing power.
Chi., Harvard & Geneva Lake	327,643 43	180,010 35	10,532 56	.....	398,899 69	4,284 51	.....	Amount for producing power.
Milwaukee E. R'y & Light Co.	20,308 32	11,883 30	216 17	.....	50,000 00	13,097 76	\$4,628 47	Amount for producing power.
Milwaukee L., H. & T. Co.	4,321 80	6,817 84	.....	.....	.....	12 4	.....	No separate account with R'y.
Merrill R'y & Lighting Co.	27,464 41	5,361 56	6,815 73	\$2,974 67	4,330 00	5,545 98	.....	No light plant.
Appleton E. L. & P. Co.	20,879 31	10,231 97	106 40	425 26	3,666 67	1,530 15	.....	No light plant.
Ashland Light & Power Co.	.....	.....	.....	.....	.....	.....	.....	Plant sold Oct. 20, 1899.
Janessville Street R'y Co.	.....	.....	.....	.....	18,750 00	.....	.....
Citizens Traction Co.	.....	.....	.....	.....	9,340 00	2,214 50	.....
Fox River Valley E. R'y Co.	.....	.....	.....	.....	6,133 43	.....	.....
Shenoygan L., P. & R'y Co.	40,001 35	33,215 17	3,419 23	.....	8,048 65	.....	.....
McCartney St. R'y Co.	586 67	390 00	39 95	.....	.....	.....	.....
La Crosse City R'y Co.	.....	.....	.....	.....	.....	.....	.....
Waupaca E. L. & R'y Co.	6,106 93	2,677 07	705 06	.....	.....	1,494 07	.....
Chippewa Valley E. R'y Co.	.....	.....	.....	.....	.....	.....	.....

Company Records.

COMPANY RECORDS.

ABBOTSFORD & NORTHEASTERN.

Organized April 12, 1889, under the laws of the State of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN:

Express Companies.—Contract with National Express Company for carrying express matter for commission on amount of charges.

Mails.—Carrying U. S. mail, \$660.48 per annum.

Other Railroad Companies.—Traffic agreement with Wisconsin Central Ry. Co. for division of earnings and supply of equipment.

Other Contracts.—With Wisconsin Central Ry. Co. for use of Upham Mfg. Co. for trackage rights over the A. & N. E. R. R. at a specified rate per car.

AHNAPEE & WESTERN.

Organized August 18, 1890, under the laws of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—This company receives as a commission 10% of total charges on express matter received at or forwarded from stations on its line, also one and one-half times this company's first class freight rates on all express matter carried over its line estimated on the weight thereof. In addition to this an allowance of \$22.50 per month, as part messenger salary, is made by the express company to this company.

Mails.—This company receives for transportation of mails and postal car \$2,843.18 per year.

Telegraph Company.—This company receives \$340 worth of telegraphing from the Western Union Telegraph Company in consideration of keeping telegraph line in repair. Telegraph company furnishes all materials for repair.

BIG FALLS R'Y CO.

Organized April 23, 1895, under the laws of the State of Wisconsin.

BAYFIELD HARBOR & GREAT WESTERN, Operated By BAYFIELD TRANSFER.

Organized July 23, 1883, under the laws of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Mails.—U. S. P. O. Dept. carrying mail from Bayfield to Red Cliff, Wis., and return six times per week.

Other Railroad Companies.—Bayfield Harbor and Great Western Ry. Co. operated for earnings and expenses, any loss or gain resulting therefrom accruing to this company.

Company Records.

CHICAGO, MILWAUKEE & ST. PAUL.

Organized May 5, 1863, under the laws of the State of Wisconsin.

Formed on the foreclosure of a portion of the La Crosse & Milwaukee Railroad, organized under the laws of Wisconsin of 1858.

IMPORTANT CHANGES DURING 1899, ENTIRE LINE.

Decrease in mileage by line abandoned or line straightened:		
Miles of main track decreased on account of resurvey, viz.:		
In Wisconsin, between Milwaukee and North McGregor .....		.25 miles
In Michigan, between Channing and Ontonagon .....		.08 miles
		.33 miles
All new stocks issued:		
Preferred: \$7,770 shares issued in exchange for bonds.....	\$3,777,000 00	
Common: 8,970 shares issued in exchange for bonds.....	897,000 00	
Total increase		\$4,674,000 00
All new bonds issued:		
Decrease in funded debt.		
Increase:		
For expenditures for equipment real estate and improvements.....	\$1,845,000 00	
For purchase of Des Moines Northern & Western R. R.....	2,467,000 00	
In exchange for other bonds.....	197,000 00	
		\$4,509,000 00
Decrease:		
Received in exchange for preferred stock and cancelled	\$3,777,000 00	
Received in exchange for common stock and cancelled	897,000 00	
Redeemed and canceled during the year.....	197,000 00	\$4,871,000 00
Net Decrease.....		\$362,000 00

IMPORTANT CHANGES DURING 1900, ENTIRE LINE.

All extensions of road put in operation:		
Miles of road June 30, 1899.....		6,153.50
Purchased:		
2,230 shares, common, issued in exchange for bonds.....	223,000 00	
Des Moines to Fonda, Iowa.....	111.98	
Clive to Boone, Iowa.....	34.97	
Constructed:		
Fonda to Spencer, Iowa.....	43.48	
Rockwell City to Storm Lake, Iowa.....	38.58	
Libertyville to Niperville, Ill.....	16.58	
Napa to Tyndall, S. D.....	21.21	
Ponca, Michigan, Southwest.....	2.96	
Calamine to Platteville, Wis., relocation.....	.06	
		6,423.31
Decrease in mileage by line abandoned or straightened:		
Iron Ridge to Fond du Lac, Wis., relocation.....	.20	
Milwaukee to La Crosse, relocation.....	.41	
Chestnut St. to Portage, relocation.....	.03	.64
Miles of road June 30, 1900		6,422.67
All new stocks issued:		
Increase in Capital Stock:		
48,595 shares, preferred, issued in exchange for bonds.....	\$4,859,500 00	
2,230 shares, common, issued in exchange for bonds.....		
Total Increase.....		\$5,082,500 00
Decrease in Funded Debt:		
Increase:		
For expenditures for equipment, real estate and improvements....	\$3,000 00	
In exchange for other bonds.....	292,000 00	
		295,000 00
Decrease:		
Received in exchange for preferred stock and cancelled	\$4,859,500 00	
Received in exchange for common stock and cancelled	223,000 00	
Redeemed and cancelled during year.....	292,000 00	\$5,374,500 00
Net decrease		\$5,079,500 00

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ABBOT

Organized April 12, 1

CONTRACTS, AGREEMENTS

Express Companies.—
 express matter for com
 Mails.—Carrying U. S.
 Other Railroad Com
 for division of earnin
 Other Contracts.—
 for trackage rights ov

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CONTRACTS, AG

Express Com
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 Mails.—This
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 Telegraph C
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 line in repair

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Company Records.

Edin & State Line R. R. Co.: Authority Conferred by Charter.
 Chicago, Milwaukee & Northwestern Ry. Co.: General R. R. Law.
 and franchises of other companies have been acquired by the
 western by purchase. Dates of organization, companies, dates
 and authority for purchase as follows:
 April 4, 1882, Balesville & Mississippi River R. R. Co., of Wis-
 consin, purchased March 16, 1883, by General R. R. Law.
 March 18, 1880, Rock River R. R. Co., of Wisconsin, purchased
 by General R. R. Law.
 January 26, 1886, Chicago Iowa & Nebraska R. R. Co. of Iowa,
 purchased January 1, 1884, under General R. R. Law.
 June 14, 1889, Cedar Rapids & Missouri River R. R. Co., of Iowa,
 purchased June 2, 1884, under General R. R. Law.
 June 10, 1876, Maple River R. R. Co. of Iowa, purchased July 3,
 1876, under General R. R. Law.
 July 31, 1872, Stanwood & Tipton Ry. Co., of Iowa, purchased Oct.
 1, 1872, under General R. R. Law.
 March 2, 1870, Iowa, Midland R. R. Co. of Iowa, purchased Oct. 24,
 1870, under General R. R. Law.
 July 2, 1883, Ott., C. F. & St. Paul Ry. Co., of Iowa, purchased Oct.
 1, 1883, under General R. R. Law.
 June 18, 1880, Iowa Southwestern Ry. Co., of Iowa, purchased Oct.
 1, 1880, under General R. R. Law.
 August 2, 1870, Des Moines & Minn. R. R. Co., of Iowa, purchased
 under General R. R. Law.
 April 9, 1886, Maple Valley Ry. Co., of Iowa, purchased May 4, 1887,
 under General R. R. Law.
 April 15, 1886, Janesville & Evansville Ry. Co., of Wisconsin, pur-
 chased June 6, 1887, under General R. R. Law.
 January 13, 1887, Sioux Valley Ry. Co., of Iowa, purchased November
 1, 1886, under General R. R. Law.
 August 18, 1873, Iowa Ry., Coal & Mfg. Co., of Iowa, purchased
 August 1, 1887, under General R. R. Law.
 Oct. 30, 1886, Linn Co. Ry. Co., of Iowa, purchased Nov. 2, 1887,
 under General R. R. Law.
 June 29, 1888, Sycamore & Cortland R. R. Co., of Illinois, purchased
 under Act of Illinois June 30, 1885.
 February 15, 1884, Northern Illinois Ry. Co., of Illinois, purchased
 under Act of Illinois June 30, 1885.
 Oct. 8, 1886, Iron River R. R. Co., of Michigan, purchased June 10,
 1887, under Act of Michigan Feb. 27, 1889.
 August 13, 1887, Iron Range Ry. Co., of Michigan, purchased June 10,
 1887, under Act of Michigan February 27, 1889.
 August 8, 1887, Lake Geneva & State Line Ry. Co., of Wisconsin,
 purchased June 10, 1889, under General R. R. Law.
 June 15, 1889, Toledo & Northwestern Ry. Co., of Iowa, purchased
 June 15, 1889, under General R. R. Law.
 January 7, 1889, Junction Ry. Co., of Illinois, purchased June 4,
 1889, under Act of Illinois June 30, 1885.
 May 23, 1890, Paint River Ry. Co., of Michigan, purchased June 4,
 1890, under Act of Michigan February 27, 1889.
 December 11, 1875, Milwaukee, Lake Shore & Western Ry. Co.,
 of Wisconsin and Michigan, purchased Aug. 19, 1893, under General R. R. Law.
 Feb. 11, 1890, Wisconsin Northern R. R. Co. of Wisconsin,
 purchased Sept. 10, 1897, under General R. R. Law.
 March 11, 1862, Winona & St. Peter Ry. Co., of South Dakota and
 Minnesota, purchased June 7, 1900, under General R. R. Law. (This in-
 cludes the railroads of the Dakota Central R. R. Co., the Minnesota & South
 Dakota R. R. Co., and the Mankato & New Ulm R. R. Co., theretofore acquired.)
 July 22, 1898, Iowa, Minnesota & Northwestern Ry. Co., of Iowa,
 purchased June 8, 1900, under General R. R. Law.
 Oct. 8, 1898, Boyer Valley Ry. Co., of Iowa, purchased June 8,
 1899, under General R. R. Law.
 November 11, 1898, Minnesota & Iowa R. R. Co., of Minnesota,
 purchased June 8, 1900, under General R. R. Law.
 January 16, 1899, Boone County Ry. Co., of Iowa, purchased June
 8, 1899, under General R. R. Law.
 May 8, 1899, Harlan & Kirkham Ry. Co., of Iowa, purchased June 8,
 1899, under General R. R. Law.
 Following named companies are controlled by the Chicago & North-
 western Ry. Co. by ownership of capital stock:
 Chicago & Western Ry. Co. of Wisconsin, organized August 1, 1883.
 Boone County Ry. Co., of Wisconsin, organized August 26, 1898.
 Iowa Ry. Co., of Iowa, organized March 27, 1900.
 Chicago & Northwestern Ry. Co., of Wisconsin, organized June 12, 1900.

Company Records.

The leased line:—St. Paul, Eastern & Grand Trunk Ry. Co., of Wisconsin, organized Sept. 3, 1879.

Total miles of completed road of the Chicago & Northwestern, June 30, 1900, including chartered, consolidated, proprietary and leased lines, and lines operated under trackage rights, 5,571.23 distributed over eight states as follows: Illinois, 593.97; Iowa, 1,440.07; Wisconsin, 1,640.65; Michigan, 521.19; Minnesota, 604.48; South Dakota, 750.93; North Dakota, 14.28; Nebraska, 5.66.

Important changes during 1899 in Wisconsin:

Second track between Evansville and Madison, 22.76 miles, (1899) and between Baraboo and Elroy, 37.30, (1899) was completed.

A new double track draw span, 234 feet in length, together with new masonry, center pier and abutments resting on piles was constructed over Kinnickinnic River at Milwaukee, Wisconsin, and a new single track draw span, 180 feet in length, and two 150 feet, single track fixed span on new masonry piers, and abutments resting on piles were constructed over Fox River at Oshkosh, Wisconsin.

Large and commodious modern brick and stone passenger station buildings were completed at Janesville and Green Bay.

Also passenger station at Wausau, and freight house at South Oshkosh and Sheboygan. A modern brick fruit warehouse at Milwaukee, equipped with proper ventilating apparatus, was also finished.

No leases taken or surrendered effective in Wisconsin.

No consolidation or reorganization effected in Wisconsin.

The capital stock of the Company was increased during the year 1899 as follows: Preferred stock, \$28,000; common stock, \$28,000. Issued in exchange for Peninsula R. R. bonds retired and cancelled.

Stock of proprietary companies was increased by the issue of stock as follows:

Boyer Valley Ry. Co.....	\$10,000 00
Boone Co. Ry. Co.....	5,000 00
Minnesota & Iowa Ry. Co.....	5,000 00
Mankato & New Ulm Ry. Co.....	5,000 00
Florence Co. Ry. Co.....	2,500 00
	<hr/>
Total increase of capital stock, \$83,500.	\$27,500 00
\$2,888,000 of bonds have been issued, and \$2,275,000 of bonds retired during the year. Net increase, \$613,000.	
The sinking fund accounts have been increased by payment of installments	\$225,000 00
By accretion of interest	159,970 00
	<hr/>
Total	\$384,970 00

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

14.92 miles of road from Wabena to Laona, Wls., were put in operation during the year.

No decrease in mileage by abandonment or change of line.

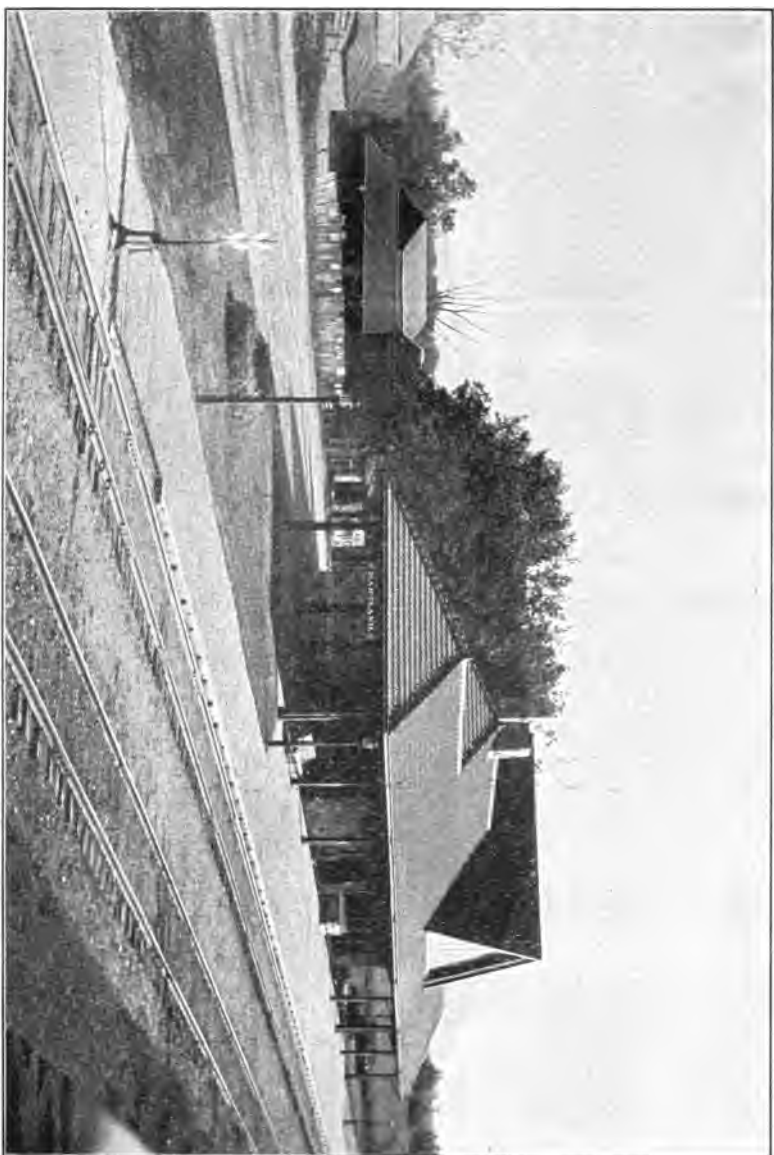
A brick and stone passenger station was erected at Oconto, and a new freight house at Wausau.

A considerable amount was expended in erecting sidings, bridges, etc., and in the purchase of additional right of way, depot and yard grounds.

No leases were taken or surrendered effective in Wisconsin.

The capital stock was decreased \$258,000 as follows:

Decrease:	
Dakota Central Ry. Co.	\$250,000 00
Boyer Valley Ry. Co.	10,000 00
Boone Co. Ry.	5,000 00
Minnesota & Iowa Ry.	5,000 00
Winn. & S. Dakota Ry.	5,000 00
Mankato & New Ulm Ry.	5,000 00
	<hr/>
	\$280,000 00
Increase:	
Minnesota & S. Dakota Ry.	\$5,000 00
Southern Iowa Ry.	7,000 00
Princeton & Northwestern Ry.	10,000 00
	<hr/>
	\$22,000 00
Net decrease	<hr/>
	\$258,000 00



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.—DEPOT, HARTLAND.

Company Records.

The funded debt has increased as follows:

New bonds issued:	
Boyer Valley Ry., 1st	\$1,440,000 00
Minn. & Iowa Ry., 1st	1,904,000 00
I. M. & N. W. Ry., 1st	3,900,000 00
Boone County Ry., 1st	1,000,000 00
Mankato & New Ulm Ry., 1st	416,000 00
Minn. & So. Dakota Ry., 1st	528,000 00
C. & N. W. Ry., gen. gold bonds of 1937	2,491,000 00
	\$11,679,000 00
Less:	
Old bonds retired:	
Iowa Midland Ry.	\$94,000 00
Esc. & Lake Superior Ry.	44,000 00
Iowa Div., 1st	451,000 00
Gen'l Con. bonds	767,000 00
6% of 1879	62,000 00
5% of 1879	73,000 00
	\$1,491,000 00
Net increase	\$10,188,000 00

The Sinking fund accounts have been increased:

By payment of installments	\$225,500 00
By accretions of interest	168,335 00
Total	\$393,835 00

CONTRACTS AND AGREEMENTS AFFECTING BUSINESS IN THE STATE OF WISCONSIN.

Express Companies.—By an agreement with the American Express Company of date April 1, 1899, to be in force until the first day of April, 1904, the C. & N. W. Ry. Co. agrees to transport the freight of the Express Company over all lines operated by the Railway Company aggregating 5,076 miles, for annual payment of \$575,000.00 for the first two years, and \$580,000.00 for remaining three years, for an estimated limited tonnage, and an agreed schedule of rates for exceptional excess of tonnage.

Mails.—The company transports mails over any route on its lines when ordered by the U. S. post office department. The company received such compensation for services as it from time to time fixed.

Sleeping, Parlor and Dining Cars.—Sleeping cars are owned by the Pullman Palace Car Co. and are run on this company's lines. The car company maintains the cars and fixes and collects the charges from passengers for accommodations in same. For the use of the cars the C. & N. W. Ry. Co. pays a mileage. It also keeps the outside of the cars cleaned; keeps the journals packed and lubricated and furnishes links, pins, fuel, lights, etc.

Parlor cars are run, owned by the C. & N. W. Ry. Co.

Dining cars are run, owned by the C. & N. W. Ry. Co.

Freight or Transportation Companies or Lines.—The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

Other Railroad Companies.—With C., St. P., M. & O. Ry. Co. providing for joint running arrangements between Chicago & St. Paul and a division of earnings upon a pro rata per mile.

With G. B. W. & St. P. Ry. Co. by which that company obtains the joint use of tracks of C. & N. W. Ry. Co. from Marshland to Onalaska, Wisconsin.

With Oshkosh Transportation Company by which the C. & N. W. Ry. Co. acquires the use of certain sidings in the city of Oshkosh, Wisconsin.

With the C., M. & St. P. Ry. Co. by which the C. & N. W. Ry. Co. acquires the use of sidings to cement works at Lindwern, Wisconsin.

Steamboat or Steamship Companies.—This company has no contracts with steamboat or steamship companies.

Telegraph Companies.—By contract with the Western Union Telegraph Company all lines of road operated by this company are afforded telegraph facilities, this company having certain wires or rights to their use for the business of the railway company; commercial business being done by the telegraph company.

Telephone Companies.—This company has along the line of its road for its private use in the conduct of its business, numerous telephones owned by various telephone companies. For the use of these the company pays a rental.

Other Contracts.—None.

The C. & N. W. Ry. Co. is interested in other property, the earnings and ex-

Company Records.

penses of which affect the general balance sheet, viz.: The Western Town Lot Company and Pioneer Townsite Company, whose business is establishing towns and selling town lots in the states of Iowa, Minnesota, N. Dakota, S. Dakota, Wisconsin, Nebraska, and Wyoming. Also the proceeds of sales of the Minnesota, Wisconsin and Michigan land grants, and the Consolidation Coal Co. of Iowa.

From the report of the railroad commissioner of the United States, we obtain the following in relation to land grants:

"The number of acres of land granted to aid in the construction of the roads forming part of the system was 7,642,821.19. Winona, Minn., and Big Sioux River, near Watertown station; Cedar Rapids, Iowa, to transfer grounds, Union Pacific Railway; and Lyons, Iowa, to Clinton, Iowa, are the land grant termini.

The records of the general land office show that to June 30, 1899, of the foregoing grants, land had been patented as follows:

Cedar Rapids & Missouri River	1,065,513.78
Chicago, St. Paul, Minneapolis & Omaha	2,170,946.95
St. Paul & Sioux City	1,123,578.55
Sioux City & St. Paul	407,910.21
Sioux City & Pacific	41,925.46
Winona & St. Peter	1,678,618.06
Chicago & Northwestern	1,064,406.35
Total	7,542,899.36

The records of the general land office also show that 125,000 acres of railroad-indemnity lands located in Wisconsin belonging to the Chicago, St. Paul, Minneapolis & Omaha Railway Company has been restored, and that on the recommendation of the commissioner, affirmed by the secretary of the Interior, 26,017.33 acres, located in Iowa, belonging to the Sioux City & St. Paul Railroad, were also restored to the public domain on September 12, 1887, and 21,979.85 acres in Iowa on February 27, 1896. The company still owns 622,700.87 acres.

The total cash receipts from all sales to date amounted to \$9,539,409.88, and there were outstanding on account of sales \$625,551.67. The receipts from the land department during the year amounted to \$494,518.62 and the expenditures to \$72,713.94. The land sold at an average price per acre of \$10.37."

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

Organized May 25, 1880, by consolidation, under the laws of the states of Wisconsin, Minnesota, Nebraska, Iowa and South Dakota.

This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and the North Wisconsin Railway Companies. The former was organized under Chapter 119 of the General Laws of Wisconsin 1872, as amended by Chapter 144, General Laws 1877. Latter organized under Chapter 73, Revised Statutes of Wisconsin, 1858.

DATE AND AUTHORITY OF EACH CONSOLIDATION.

May 25, 1880, Chapter 260, Laws of Wisconsin 1880, amending Section 1833, Chapter 87, Revised Statutes of Wisconsin 1878.

IMPORTANT CHANGES DURING 1899.

During the year there were \$108,000 of consolidated mortgage bonds to expire June 1, 1930, exchanged for \$108,000 of first mortgage bonds due May 1, 1918, and the latter bonds cancelled.

IMPORTANT CHANGES DURING 1900.

The mileage was decreased 255-100 miles on account of changes of line and re-measurements.

Consolidated mortgage bonds to expire June 30, 1930, to the amount of \$413,000 were exchanged during the year for a like amount of first mortgage bonds due May 1st, 1918, and the latter bonds cancelled.

Company Records.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—American Express Company: The railway company to transport in car attached to the passenger trains each way daily between all points on its line of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska the messengers, safes, packing trunks and freight of the express company; also such persons as it becomes necessary to send over the railway company's lines on business of the express company. The express company to take charge of and deliver all money and valuable packages which the railway company may require to have sent or delivered by express on the lines of railroad operated by the express company free of all cost or expense to the railway company.

Mails.—This company carries United States mail. Compensation fixed by the U. S. P. O. Dept. No contract.

Sleeping Cars.—The Pullman Company runs sleeping cars on this company's railway; the railway company pay the Pullman Co. on mileage basis.

Other Property(the Earnings and Expenses of Which Affect the General Balance Sheet.—Land grants, owned in Wisconsin.

The Chicago, St. Paul, Minneapolis & Omaha Ry. Co. has made no detailed statement of its land grant transactions, but from the report of the Commissioner of Railroads of the United States, we obtain the following:

"The company received, through grants of land to companies now belonging to it, 2,173,706.43 acres. Hudson and Superior, Wis., and branch, Superior and Bayfield, Wis., are the land grant termini. The records of the general land office show that land has been patented to June 30, 1899, as follows:

St. Croix & Lake Superior	1,357,240.24 acres
La Crosse & Milwaukee	813,706.71 acres

and also show that 125,000 acres of railroad-indemnity lands belonging to the Chicago, St. Paul, Minneapolis & Omaha Ry. Co., located in Wisconsin, have been restored to the public domain.

The company reports that there had been acquired by patent from the government to date 2,163,082.79 acres, of which there had been disposed of for cash and on time contracts 1,817,261.59. Contracts have been cancelled for 24,264.39 acres, leaving the number of acres still owned by the company 370,085.59. The total cash receipts from all sales to date amounted to \$8,129,021.92, and there were outstanding on account of time contracts \$34,041.07, the average price per acre during the year being \$2.44 and the average price now asked \$250."

CHICAGO, BURLINGTON & QUINCY.

Organized under the laws of the State of Illinois, 1855.

Aurora Branch R. R. Co. Charter Feb. 12, 1849, amended June 22, 1852, 1855, changing name to the Chicago, Burlington & Quincy R. R. Co.

Central Military Tract R. R. Co. Charter Feb. 15, 1851, amended June 19, 1852, and Feb. 11, 1853, consolidated with C. B. & Q. R. R. Co. July 9, 1851.

Peoria & Okauchwa R. R. Co. Charter Feb. 12, 1849, amended Feb. 10, 1851, June 22, 1852, Feb., 1853, Feb. 21, 1861 (changing the name to Logansport, Peoria & Burlington R. R. Co.); Masters' sale Oct. 20, 1862; March 8, 1864, name changed to Peoria & Burlington R. R. Co.; consolidated with C., B. & Q. R. R. Co. June 24, 1864.

Northern Cross R. R. Charter April 13, 1849, amended Feb. 1, 1857 (name changed to Quincy & Chicago R. R. Co.); Masters' sale April 23, 1864, and conveyed to C., B. & Q. R. R. Co. July 30, 1865.

Burlington & Missouri River R. R. Incorporated Jan. 15, 1850, and the Burlington, Missouri River R. R. in Nebraska incorporated May 12, 1869; consolidated with C., B. & Q. R. R. Co. Jan. 1, 1880.

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

40,415 shares of stock have been sold during year and 6,806 issued in lieu of convertible bonds taken up and cancelled.

Company Records.

Changes in funded debt:

	Increase.	Decrease.
C., B. & Q., 5's of 1901.....		\$24,000 00
C., B. & Q., Consol. Mtge.		4,562,000 00
C., B. & Q., Consol. Mtge. Scrip		6,000 00
C., B. & Q., Convertible 5's		680,600 00
C., B. & Q., Iowa Division, 5's		56,000 00
C., B. & Q., Iowa Division, 4's		170,000 00
C., B. & Q., Ill. Division, 3½'s	\$25,674,000 00	
B. & M. R. R., in Neb. Consol. Mtge.	24,000 00	
O. O. & F. R. V., 8's of 1900		1,076,000 00
C., B. & N. R. R., 1st Mtge.		7,914,000 00
C., B. & N. R. R., Equipment		908,000 00
O. A. & Lll., 5's		840,000 00
Net Increase	\$9,461,400 00	

CONTRACTS, AGREEMENTS, AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Adams Express Co.

Pullman Company for sleeping cars.

North American Telegraph Co. owns and operates wires strung on the C., B. & Q. R. R. Co.'s poles, paying annual rental for privilege.

From the report of the railroad commissioner of the United States we obtain the following in relation to land grants:

"By act of Congress approved May 15, 1856, there were granted by the United States to the State of Iowa, to aid in the construction of this road between Burlington and the Missouri River at East Plattsmouth, Iowa, 948,643.66 acres of land, and by the act of July 2, 1864, to the Burlington and Missouri River Railroad in Nebraska, to aid in construction from Plattsmouth to Kearney Junction, Neb., 2,441,600 acres; total, 3,390,243.66 acres of land.

The records of the General Land Office show that to June 30, 1899, there had been patented to the Burlington & Missouri River Railroad Company, in Iowa, 389,989.71 acres, and in Nebraska 2,374,090.77 acres; a total of 2,764,080.48 acres patented. The company reports that it has received by United States patent 2,373,870.77 acres of land. There have been disposed of for cash on time sales (including lands reclaimed by the United States) 2,375,498.81 acres. The total cash receipts from all sales to June 30, 1899, amounted to \$11,324,185.09, and there were outstanding on account of time sales, principal and interest, \$154,629.69. The receipts from the land department during the year amounted to \$100,530.37, and the expenses to \$15,834.46. The remaining lands are held at an average price of \$4 per acre."

CHICAGO, LAKE SHORE & EASTERN.

Organized February 17, 1897, under the laws of the State of Illinois.

The name of the Calumet & Blue Island Railway Company, incorporated under the laws of Illinois, Sept. 20, 1889, was on Feb. 7, 1897, changed to the Chicago, Lake Shore & Eastern Ry. Co., and the Chicago, Lake Shore & Eastern Ry. Co. incorporated under the laws of Indiana April 4, 1895, was on the 17th day of February, 1897, duly consolidated with the Illinois corporation.

IMPORTANT CHANGES DURING 1899.

Milwaukee Bay View & Chicago Railway extended by 4.86 miles.

CHICAGO & LAKE SUPERIOR.

Organized March 16, 1897, under the laws of the State of Wisconsin.

This company succeeded to the rights of the Chicago & Lake Superior R. R. Co. and the Cambridge & London R. R. Co.

Company Records.

CHICAGO, MADISON & NORTHERN, Operated By ILLINOIS CENTRAL.

Organized August 3, 1886, under the laws of the State of Illinois.

A corporation founded by the consolidation of the following roads:
Chicago, Madison & Northern R. R. Co., a corporation of the State of Illinois, incorporated August 3, 1886.

Chicago, Madison & Northern R. R. Co., a corporation of the State of Wisconsin, incorporated August 4, 1886.

The Freeport, Dodgeville & Northern R. R. Co., a corporation of the State of Illinois, incorporated May 17, 1887.

The Freeport, Dodgeville & Northern R. R. Co., a corporation of the State of Wisconsin, incorporated May 17, 1887.

The first two named companies were consolidated under agreement dated March 30, 1887. Articles filed in Illinois on April 16, 1887, and in Wisconsin April 21, 1887. The Freeport, Dodgeville & Northern R. R. Co. in Wisconsin and the Freeport, Dodgeville & Northern R. R. in Illinois were consolidated with the Chicago, Madison & Northern R. R. March 12, 1888.

The Chicago, Madison & Northern Company of Illinois and the Chicago, Madison & Northern Company of Wisconsin were consolidated March 30, 1887. The Freeport, Dodgeville & Northern R. R. Co. of Illinois and the Freeport, Dodgeville & Northern R. R. Co. of Wisconsin were consolidated with the Chicago, Madison & Northern R. R. Co. March 12, 1888, articles of consolidation being duly filed in the State of Illinois March 30, 1888, and in the State of Wisconsin April 25, 1888.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express.—The express business on this road is handled by the American Express Company, they paying a specified sum for specified privileges and extra for extra facilities.

Mail.—The rate of compensation for carrying United States mails is fixed by the post office department and is based upon the weight of mail carried. The weight is taken every four years.

Sleeping Cars.—Contract made June 1, 1891, between the Illinois Central R. R. Co. and the Pullman Palace Car Company for the use of their sleeping cars for 25 years, the Pullman Co. to furnish sleeping cars and the Railroad Co. paying the usual mileage rates.

Telegraph Companies.—The Western Union Telegraph Company handles telegraph business along the line of this railroad under agreement dated November 30, 1899. The Telegraph Company furnishes necessary supplies and the Railroad Co. one-half the labor. Railroad business being transmitted free.

CHIPPEWA RIVER & MENOMONIE.

Organized October 1, 1883, under the laws of the State of Wisconsin.

IMPORTANT CHANGES DURING 1899.

Weigore Branch abandoned, Sec. 30, T. 36, R. 8 W., to Weigore Pond, Sec. 21, T. 36, R. 8 W. 2 miles.

IMPORTANT CHANGES DURING 1900.

Part of main line abandoned, from Chippewa River at Sec. 7, T. 34, R. 7 W to Apollonia at Sec. 1, T. 34, R. 8 W, $1\frac{1}{2}$ miles.

Kegame Branch abandoned, from Sec. 31, T. 36, R. 8 W., to 3-35-9 W., 4 miles.

DRUMMOND & SOUTH WESTERN.

Organized August 3, 1891, under the laws of the State of Wisconsin.

Company Records.

DULUTH, SOUTH SHORE & ATLANTIC.

Organized December 22, 1886, under the general railway laws of Michigan and Wisconsin.

Other companies have been consolidated as follows:
 Sault Ste Marie and Marquette R. R. Co., organized under the laws of Michigan.
 Mackinaw & Marquette R. R. Co., organized under the laws of Michigan.
 Wisconsin, Sault Ste Marie & Mackinaw R. R. Co., organized under the laws of Michigan.
 Duluth, Superior & Michigan Ry. Co., organized under the laws of Wisconsin.

DATES AND AUTHORITIES FOR EACH CONSOLIDATION.

December 22, 1886, by agreement of the above named companies under the general railway laws of the states of Michigan and Wisconsin.

IMPORTANT CHANGES DURING 1899.

New branches built, aggregate length 135-100 miles.

IMPORTANT CHANGES DURING 1900.

New branches built 33-100 miles.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—Western Express Co. They receive variable amounts per month based upon the earnings of the Western Express Company.

Mails.—U. S. mails are carried under the regulations of the post office department.

Sleeping Cars.—The Pullman Co. furnish sleeping cars for a mileage compensation.

Other Railroad Companies.—Lake Superior Terminal and Transfer Ry. Use of tracks and terminals at West Superior, Wis.; the rental is based on a pro rata of L. S. T. & T. Ry. Co.'s entire expenses between the railroad companies using the same.

Northern Pacific Ry. For handling business between West Superior, Wis., and Duluth, Minn. Compensation allowed \$5 per passenger train, \$5 per loaded freight car, \$1 per empty freight car that has not been handled loaded, \$1 per light engine, and 50 cents per ton on all freight handled through the Northern Pacific Ry. Co.'s freight house at Duluth, Minn.

C., St. P., M. & O. Ry. For handling business between 7th St. and Newton Ave., West Superior, Wis. Compensation allowed, 50 cents for each loaded freight car, 50 cents for each passenger, mail or express car, \$1 for each engine, 25 cents for each empty freight car.

Telegraph Companies.—Western Union Telegraph Co. Joint use of wires on line of road and percentage of receipts from commercial business.

DULUTH, SUPERIOR & WESTERN TERMINAL CO.

Organized July 15, 1897, under the laws of West Virginia..

Reorganization of Duluth & Winnipeg Terminal Co., organized under laws of West Virginia.

Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet.—Ore docks, handling iron ore.

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

Acquired by purchase from the Superior Belt Line & Terminal Co., 5.25 miles. Lease of tracks of Superior Belt Line & Terminal Co. surrendered March 27, 1900.

Stock amounting to \$749,500 authorized and issued during the year for the purpose of securing funds with which to purchase the property formerly owned by the Superior Belt Line & Terminal Co. for purchase of equipment and construction of additional docks and extensions of and improvements to the property of the company.

*Company Records.***DUNBAR & WAUSAKEE.**

Organized March 13, 1882, under the Michigan law for incorporation of manufacturing companies.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Freight or transportation companies or lines.

A memorandum of agreement with the C., M. & St. P. Ry. governing division of earnings on tariff between points on D. & W. Ry. and points on the C., M. & St. P. Ry.

EASTERN RAILWAY CO. OF MINNESOTA.

Organized August 13, 1887, under the laws of the Territory of Minnesota and States of Minnesota and Wisconsin.

The Eastern Ry. Co. of Minnesota was consolidated with the Lake Superior & South Western Ry. Co. January 10, 1888, under the laws of the State of Wisconsin.

The Eastern Ry. Co. of Minnesota was organized under the charter of the Minneapolis and St. Cloud Ry. Co.

Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet.—Great Northern Elevators, A. & X. Handling grain in transit on this company's line.

IMPORTANT CHANGES DURING 1899 IN WISCONSIN.

Line constructed Nemadji Jct., Wis., to Minnesota State Line, 10.36.

Stock amounting to \$7,500,000.00, authorized and issued.

Issued to secure funds with which to purchase Duluth, Superior & Western Ter. Co. bonds.....	\$500,000 00
Park Rapids & Leech Lake Ry. Co. stock.....	500,000 00
Park Rapids & Leech Lake Ry. Co. bonds	500,000 00

Purchase the railway appurtenances and rights of Duluth, Mississippi River & Northern Ry. Co.

Constructing, completing and equipping of lines between Lake Superior and Fosston, and from point near Coon Creek to Sandstone.

Also for additional equipment and facilities at Lake Superior Terminals and elsewhere upon the company's system.

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

Acquired by purchase from the Superior Belt Line & Terminal..... 5.69

Constructed second track Boylston to State Line 7.86

Lease of tracks of the Superior Belt Line & Terminal Co. surrendered March 27, 1900.

Stock of this company issued during the year, \$3,500,000, to cover:

Cost of constructing, purchasing or acquiring a bridge across the St. Louis River between Duluth and West Superior.

Acquiring or constructing extensions to this company's existing lines of railway.

Constructing a grain elevator, plant and appurtenances at West Superior.

Making additions to and improvements of its existing railway and appurtenances.

Acquiring additional equipment for its railways.

The book valuation of the following stocks and bonds written off:

Northern Land Co., stock	\$1 00
Northern Land Co., bonds	50,000 00

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Contract with the Great Northern Express Company whereby they do all express business on this road, this company receiving a percentage of gross earnings.

Routes established by the U. S. government in accordance with law.

This company operates its own sleeping, parlor and dining cars.

Company Records.

FAIRCHILD & NORTH EASTERN.

Organized July 7, 1898, under the laws of the State of Wisconsin.

IMPORTANT CHANGES DURING 1899 IN WISCONSIN.

Line increased four miles from Greenwood northeast to Shilling.

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

Line increased three miles from Shilling, Wis., to a point northeast. Telephone line transferred to the N. C. Foster Lbr. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

American Express.
United States mail.

GREEN BAY & WESTERN.

Organized June 5, 1896, under the laws of Wisconsin. Reorganized June 10, 1896. Was formerly the Green Bay, Winona & St. Paul R. R. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express.—U. S. Express Co. pays this company 40% on gross express earnings with minimum of \$170 per month to the Railroad Co.

Mail.—U. S. P. O. Department pays the Railroad Co. \$19,994.60 per annum for carrying mail on routes Nos. 137027 and 139076.

Other Railroad Companies.—Contract with C., B. & Q. R. R. allowing this company use of tracks and terminals at Winona, Minn., the rental being based on value of property so used.

Telegraph.—Telegraph line owned jointly with the Western Union Telegraph Co.

Other Contracts.—Contract with Winona Bridge Ry. Co. This company pays annual rental of \$1,200, also a percentage on all traffic.

HAWTHORNE, NEBAGAMON & SUPERIOR.

Organized August 14, 1898, under the laws of the State of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Other Railroad Companies.—Chicago, St. Paul, Minneapolis & Omaha Ry. Co. 40 per cent. and 50 per cent. freight received from points on their line, north of St. Paul, Minn. Same on all commodities excepting lumber or taking lumber rates given their line. 2, 3, and 4 cents on lumber to local points.

In connection with C. & N. W. Line and Omaha 20% on all commodities excepting lumber, both in and out. 3 cents on lumber on C. & N. W. local points. 7 cents on lumber to Chicago and points east of Chicago in Indiana and Ohio.

HAZELHURST & SOUTH EASTERN.

Organized January 30, 1896, under the laws of the State of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

With C. & N. W. Ry. Co.: On shipments of lumber H. & S. E. Ry. Co. receive 2½ cents per cwt., and on L. C. L. ft. H. & S. E. Ry. Co. receive 20% of C. & N. W. Ry. Co. earnings.

With C., M. & St. P. Ry. Co.: On shipments of lumber in Co. H. & S. E. Ry. Co. receive 2½ cents per cwt., and on L. C. L. ft. H. & S. E. Ry. Co. receive 20% of C., M. & St. P. Ry. Co.

C. & N. W. Ry. and C., M. & St. P. Ry. Cos. settle all mileage accruing on foreign cars on this line.

American Express: H. & S. E. Ry. Co. receive 25 cents per cwt. on all freight transported for the express company.

Company Records.

HOLMES & SON R'Y.**IMPORTANT CHANGES DURING 1900 IN WISCONSIN.****Extensions:**

Branch starting from point on main line on S. E. $\frac{1}{4}$, N. E. $\frac{1}{4}$, Sec. 12, Town 37, Range 18, to S. W. $\frac{1}{4}$, N. W. $\frac{1}{4}$ of Sec. 20, Town 37, Range 18, 8 miles.
 Branch from point on main line on S. W. $\frac{1}{4}$, S. E. $\frac{1}{4}$, Section 24, Town 37, Range 18, to S. W. $\frac{1}{4}$, S. W. $\frac{1}{4}$, Section 24, Town 37, Range 18, two miles.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Carry no passengers, and no freight except a few cars of cedar posts, poles, ties, etc., which we deliver to the Chicago, Milwaukee & St. Paul Ry. Co. On these cars we collect a switching charge of from six to eight dollars per car, according to the distance hauled. Total revenue for the year from this source was \$830.

We get a certain price for M. feet for putting logs in the river or delivering them to the Chicago, Milwaukee & St. Paul Ry. Co. Do not keep the railroad expenses separate from the logging and could not give the exact cost of operating the road.

IOLA & NORTHERN.

Organized under the laws of the State of Wisconsin May 9, 1893.

IMPORTANT CHANGES DURING 1899.

While there have been 714 shares of stock issued to the par value of \$71,400, the only amount thus far entered on the books of the company, as a liability is the amount furnished by the builders of the road for construction and equipment, viz.: \$37,855.71.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

U. S. Express Co. pays 40% of gross earnings on express companies.
 U. S. government pays this company \$222.72 per annum on mail route No. 139050.

GLENWOOD & NORTHEASTERN.

The Wisconsin Central Railway Company owns the steel and track fastenings. The Glenwood Mfg. Co. paid one-half of the cost of grading the road and the Wisconsin Central Ry. Co. paid the other one-half. The Glenwood Mfg. Co. pays the Wisconsin Central Ry. Co. an annual rental of six per cent. (6%) on one-half the cost of grading. At the expiration of ten years from the date of contract the railroad reverts to the Wisconsin Central Ry. Co.

KEWAUNEE, GREEN BAY & WESTERN.

Organized under the laws of Wisconsin May 29, 1890.

AGREEMENTS, CONTRACTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—U. S. Express Co. pays this company 40% of the gross earnings on express with minimum of \$50 per month.

Mails.—U. S. P. O. Department pays this company \$3,022.18 per annum for carrying mails on route No. 139081.

Telegraph.—Telegraph line owned jointly with Western Union Telegraph Co.

Company Records.

MATTOON RY CO.

Organized Feb. 21, 1895, under the laws of Wisconsin.

MILWAUKEE & SUPERIOR.

Organized October 24, 1885, as Milwaukee, Menomonie Falls and Western Ry. Co.
Dec. 11, 1891, name changed to Milwaukee & Superior Ry. Co. under the laws of the State of Wisconsin.

IMPORTANT CHANGES DURING 1900 IN WISCONSIN.

All new stocks issued:
20 shares \$3,000 00

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—Agreement with United States Express Company for transportation of express matter.

Mails.—With U. S. government for carrying mails.

Other Railroad Companies.—With Chicago, Milwaukee & St. Paul Ry. Co. for use of part of its right of way at Granville and joint use of depot at said station.

Telegraph Companies.—With Western Union Telegraph Company for maintenance of telegraph lines.

MARSHFIELD & SOUTH EASTERN.

Organized February 20, 1896, under the laws of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—American Express Co.

MARINETTE, TOMAHAWK AND WESTERN.

Organized October 9, 1894, under the laws of the State of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—Contract with American Express Company for car space and transportation of messengers, safes, packing trunks and freight of Express Company between Tomahawk and Harrison, daily, Sundays excepted, for the term of two years from March 4, 1899. Consideration \$25.00 per month for all tonnage hauled.

Mails.—Postmaster general order No. 139063 dated October 10, 1899, to transport mail from Tomahawk to Tomahawk Junction, Wisconsin, and back six times a week, or as much oftener as trains may run, from July 1st, 1899, to June 30, 1903; consideration \$42.75 per mile for 5.40 miles.

Company Records.

MINNESOTA & WISCONSIN.

Organized November 28, 1896, under the laws of the State of Wisconsin.

IMPORTANT CHANGES DURING 1898.

Abandoned one mile from Wildwood to Wildwood Junction. Present length of single track from Spring Valley to Emerald 21 miles.

IMPORTANT CHANGES DURING 1900.

New stock issued: \$155,000.
 New bonds issued: \$67,000.
 \$10,000 new stock in treasury of company.
 \$18,250 of new bonds in treasury of Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

American Express Co.
 U. S. government.
 Interline agreements with connecting lines, viz.: C., St. P., M. & O. Ry.
 and Wls. Cent. Ry.
 Western Union Telegraph Co.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.

Organized June 11, 1888.

The Menomonic & Sault Ste. Marie Ry. Co. was organized under the general laws of Michigan.

The Minneapolis Sault Ste. Marie & Atlantic Ry. Co. was organized in the year 1883 under the general incorporation laws of Wisconsin.

Said two companies were consolidated in the year 1886, under paragraphs 3343 and 2344, pages 854 and 855, Howell's Annotated Statutes of Michigan.

The Minneapolis & Pacific Railway Company was organized in the year 1884, and the Minneapolis & St. Croix Railway Company in the year 1885 under the general incorporation laws of Minnesota.

The Aberdeen, Bismark & Northwestern Railway Company was organized in the year 1883 under the general incorporation laws of the Territory of Dakota.

In the year 1888, the said consolidation company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company and the said Aberdeen, Bismark & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to, and paragraphs 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 94, general laws of Minnesota for the year 1881, and chapter 46, general laws of the Territory of Dakota for the year 1876.

IMPORTANT CHANGES IN WISCONSIN DURING 1899.

All new bonds issued.
 \$3,500,000, 2d mortgage 50-year gold bonds issued, 4%.

IMPORTANT CHANGES DURING 1900, ENTIRE LINE.

\$761,000 income certificates paid.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—The Western Express Company operates over the lines of the Minneapolis, St. Paul and Sault Ste. Marie Ry. Co. and the Duluth, So. Shore & Atlantic Ry., the net earnings being divided between the companies.

Mails.—U. S. P. O. Dept. Route 129059, St. Paul, Minn., to Sault Ste. Marie, Mich.: \$153.05 per mile; 490.81 mileage.

Sleeping, Parlor or Dining Cars.—This company owns its sleepers and diners, and operates them jointly with the Canadian Pacific Ry.

Telegraph.—This company owns and operates its telegraph line.

Company Records.

NORTHERN PACIFIC.

Chartered by State of Wisconsin, March 15, 1870; amended Jan. 20, 1871, March 6, 1871, and April 15, 1896.

Original name "Superior & St. Croix R. R. Co.," changed in July, 1896, by resolution of stockholders and directors to "Northern Pacific Railway Company."

IMPORTANT CHANGES DURING THE YEAR 1899, ENTIRE LINE.

All extensions of road put in operation:	
Gaylord & Ruby Valley R. R., constructed.....	22.20
Palouse & Lewiston Branch, constructed.....	21.09
Aberdeen Branch, constructed	4.23
Souris River Branch, constructed	46.50
Clark Fork Branch, constructed.....	19.44
Main Line at Lit. Falls	5.65
Branch Line Spurs, constructed	8.92
	128.03
Less joint spurs (decrease) .....	.16
	127.87
Spokane & Seattle Ry. (added)	33.49
Montana Union & Mont. Rys. (added)	91.67
	125.16
Corrections in measurements	0.16
	253.19
Washington Central Ry. leased for 999 years (lease dated June 1, 1898) at a rental equivalent to interest on the bonds of that company	109.53
	362.72
Addition to mileage this year	
Increase in prior lien bonds	\$4,958,200 00
Decrease in general 1st mortgage bonds.....	3,814,000 00
	\$1,144,200 00
General 1st mortgage conversion at \$1,300 per bond in prior lien bonds	500,000 00
Prior lien bonds retired under terms of mortgage.....	
	\$644,200 00

IMPORTANT CHANGES DURING 1900, ENTIRE LINE.

Skyeston Branch	15.02
Cooperstown Branch	26.14
Lapaw Branch	11.96
Clearwater Short Line Ry.	62.79
Portage & N. W. Ry.	29.21
Bitter Root Branch	5.50
Little Falls Branch .....	.10
Main Line at Lit. Falls.	3.20
	153.92
Tracks heretofore classed as main track now classed as spurs	7.28
230 line Tacoma transferred from spurs	1.95
	5.33
Corrections in measurements .....	.14
	5.47
	148.45
Increase in prior lien bonds	\$2,650,500 00
Less purchased and cancelled	782,600 00
	\$1,867,900 00
St. Paul & Duluth Divn. N. R. Ry. bonds issued.....	9,215,000 00
St. Paul & Duluth R. R. bonds assumed	4,906,500 00
	\$15,989,400 00
General 1st mortgage bonds N. P. R. R. retired.....	5,375,000 00
	\$10,614,400 00
Increase	

Company Records.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—The Northern Pacific Express Co. runs over all lines operated by this company, paying a percentage of its gross earnings as compensation.

Mails.—U. S. mails are carried by this company at the rates of pay authorized by act of congress and under the rules of the P. O. Dept.

Other Railroad Companies.—C., St. P., M. & O. Ry., granting the use of tracks between West Superior terminal grounds and St. Louis Bridge, paying therefore $\frac{3}{4}$ per annum on valuation of the property.

D. S. S. & A. Ry., granting trackage and terminal facilities between West Superior and Duluth, paying therefor \$5 per passenger train and \$5 per loaded freight car and a proportion of expenses; also trackage of trains between Iron River and Superior, paying 50 cents per mile.

Bayfield Western Ry., granting trackage of trains between Iron River and Superior and spur track to Iron River, paying 50 cents per mile.

Washburn, Bayfield & Iron River, granting trackage between Iron River and Superior and Duluth, paying 50 cents per mile.

Telegraph Companies.—With W. U. Telegraph Co. Earnings divided on a percentage.

From the report of the Railroad Commissioner of the United States, we obtain the following in relation to land grants:

"This company was chartered originally March 15, 1870, as the Superior & St. Croix Railroad Company, and changed its name in July, 1896, by resolution of stockholders and directors, to Northern Pacific Railway Company. This company succeeded to the rights, property, and franchises of the Northern Pacific Railroad Company, taking possession of the property on September 1, 1896.

The records of the General Land Office show that 8,946,400 acres of railroad indemnity lands, located in Wisconsin, Minnesota, Dakota, Montana, Idaho, Washington and Oregon, have been restored to the public domain, and that by a decision of the Commissioner, dated September 13, 1886, affirmed by the Secretary of the Interior, 32,400 acres of the grant located in Washington have also been restored. Also by order of January 22, 1896, there were restored in the State of Washington some 378,358 acres. By decision of July 9, 1896, the Secretary of the Interior established a new western terminal for the portion of the Northern Pacific Railroad grant declared forfeited by the act of September 29, 1890, which had the effect of adding to the lands already held to have been forfeited about 53,120 acres, which were restored to entry under instructions of August 20, 1896. By decision of August 27, 1896, the final eastern terminus of said grant was fixed at Duluth, Minn., which decision had the effect of restoring to entry all lands previously withdrawn for the company lying east of the terminal established pursuant thereto and approved by the Secretary December 24, 1896. The lands affected lie within the State of Minnesota and the State of Wisconsin, but the quantity has not been ascertained.

The records of the General Land Office show that to June 30, 1899, there had been patented to this company in the states of—

Minnesota	1,755,542.75 acres
North Dakota	8,393,566.43 acres
Oregon	158,482.25 acres
Washington	6,903,562.80 acres
Idaho	411,515.02 acres
Montana	4,768,351.86 acres
Total	22,381,020.11 acres

All the lands unsold of the Northern Pacific Railway Company lying west of the Missouri River were purchased by this company under the reorganization, the aggregate price paid therefor being \$5,605,200. The company, in its last report, states that great progenerity has been evidenced by the sale of these lands, the acreage disposed of being nearly 50 per cent. more and the number of individual purchasers greater than in any previous year in the history of the property. The lands of the old company lying east of the Missouri River are in the hands of the receivers, but it is hoped by the new company that its interest in these lands may be realized before long. This company asserts against these lands about 95 per cent. of the indebtedness represented by the creditors of the old company.

The company reports that it received during the year ended June 30, 1899, by United States patent, 325,946.16 acres of land; by patent from the State of Minnesota, 8,902.20 acres, and by cancellation of contracts, 411,610.20 acres, making a total of 1,530,196.69 acres received since September 1, 1896, the date of reorganization. There had been disposed of during the year 1,033,269.59 acres. The total cash receipts from all sales from September 1, 1896, to June 30, 1899, amounted to \$7,642,429.96, and there were outstanding on the latter date, on account of time sales, \$829,572.61."

Company Records.

NORTHWESTERN COAL R'Y CO.

Organized December 9, 1892, under the laws of the State of Wisconsin.

IMPORTANT CHANGES DURING 1900.

11.12 miles of track sold to Superior Belt Line & Terminal Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Other Railroad Companies.—Switching tariffs.

Other Contracts.—Five private telephones \$100 per year. Two exchange telephones \$130 per year.

The Northwestern Coal Ry. Co. is interested in other property, the earnings and expenses of which affect the general balance sheet, namely, the dockage and storage of coal and other merchandise at West Superior.

OSHKOSH TRANSPORTATION CO., Operated By C. & N. W.

Organized: Articles of Association certified Nov. 4, 1867, under the laws of the State of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Contract with the Chicago & Northwestern Ry. Co. grants that company rated price per car for loaded cars.

ST. PAUL & DULUTH.

Organized June 27, 1877, under the general laws of Minnesota, Chapter 30, laws of 1876, and acquired all franchises conferred under special act of 1861, chapter 1, act of March 8, 1861.

Other companies have been consolidated with the St. Paul & Duluth as follows:

Knife Falls Branch, under special law of 1878, built and owned by St. P. & D. R. R.

Grantsburg, Rush City & St. Cloud, incorporated Nov. 28, 1878, under general laws of Minnesota, purchased by March 2, 1899.

St. Cloud, Grantsburg & Ashland, incorporated June 30, 1878, under the general laws of Wisconsin, purchased March 2, 1899.

Taylor's Falls and Lake Superior, incorporated Feb. 8, 1875, under the general laws of Minnesota, purchased Nov. 12, 1898.

Stillwater & St. Paul, incorporated June 24, 1867, under the general laws of Minnesota, purchased March 2, 1899.

Duluth Short Line, incorporated July 1, 1886, under the general laws of Minnesota, purchased Nov. 11, 1898.

Branch to Quarries, incorporated under general laws of Minnesota, built and owned by St. Paul & Duluth.

Duluth Twin Cities & S. W. incorporated Feb. 1, 1888, under the general laws of the State of Minnesota, expenditures made by the St. P. & D. No road built.

Minneapolis & Duluth R. R. Owned by M. & S. L. R. R. and leased by the St. P. & D. from them for 99 years from Aug. 1, 1882.

DATES AND AUTHORITIES FOR CONSOLIDATION.

June 30, 1899, these roads were merged with main line:

Grantsburg, Rush City & St. Cloud, March 2, 1899, deed of conveyance.

St. Cloud, Grantsburg & Ashland, March 2, 1899, deed of conveyance.

Taylor's Falls & Lake Superior R. R., Nov. 12, 1898, deed of conveyance.

Stillwater & St. Paul R. R., March 2, 1899, deed of conveyance.

Duluth Short Line R. R., Nov. 11, 1898, deed of conveyance.

The Nebraska & Lake Superior R. R. incorporated by Act of Territorial Legislation May 23, 1857, but did no work. Act amended by state legislature of Minnesota March 8, 1861, incorporating the Lake Superior & Mississippi R. R. The St. Paul & Duluth R. R. Co. organized June 27, 1877, under general laws of 1876, acquiring all the rights of the Lake Superior & Mississippi R. R. Co. by mortgage foreclosure.

Company Records.

IMPORTANT CHANGES DURING 1899.

The Duluth Short Line was merged into the St. P. & D. R. R. as of June 30, 1899, by deed of conveyance bearing date Nov. 11, 1898.

The St. Cloud, Grantsburg & Ashland R. R. was merged into the St. P. & D. R. R. as of June 30, 1899, by deed of conveyance bearing date of March 2, 1899.

The St. P. & D. R. R. Co. assumes the payment of the \$500,000 outstanding bonds, with interest, of the Duluth Short Line Ry. Co. From June 30, 1899, the St. P. & D. R. R. Co. will pay interest on Duluth Short Line Ry. bonds and discontinue paying rentals.

IMPORTANT CHANGES DURING 1900.

June 15, 1900, the St. P. & D. Ry. Co. sold and transferred to the Northern Pacific Ry. Co. all its property and assets of every nature for the sum of \$2,795,824.51, the Northern Pacific Ry. Co. assuming all liens and all other indebtedness of the St. Paul & Duluth R. R. Co.

In order not to break the continuity of these reports the business from June 15 to June 30 is included in this report.

Other property, the earnings and expenses of which affect the General Balance Sheet:

U. S. Land Grant, 5 sections per mile, Act approved May 5, 1864, to State of Minnesota.

U. S. Land Grant extended to 10 sections per mile, Act approved March 3, 1865, to State of Minnesota.

Grant transferred by State of Minnesota to Lake Superior & Mississippi R. R., Act of Feb. 23, 1865.

Grant from State of Minnesota to Lake Superior & Mississippi R. R. Swamp Land Grant, 7 sections per mile, Act approved March 8, 1861.

Certain swamp lands transferred from Lake Superior & Mississippi to Taylor's Falls & Lake Superior R. R., lands on branch line, Act of March 9, 1875.

The St. Paul & Duluth R. R. Co. has made no detailed statement of its land grant transactions to this department, but from the Commissioner of Railroads of the United States report we obtain the following:

"By the acts of congress approved May 5, 1864, and July 13, 1886, the company received through the State of Minnesota a grant of 920,000 acres of land. St. Paul and Duluth, Minn., are the land-grant termini.

The records of the General Land Office show that to June 30, 1899, there had been patented to the company 860,844.09 acres of land, and 8,000 acres of railroad-indemnity lands had been restored to the public domain. The company reports that to June 30, 1899, it had acquired by United States patent 816,083.55 acres and by the state swamp land grant 694,399.07, making a total of 1,510,482.62 acres; sold from same 567,032.21, leaving the number of acres owned by the company 943,450.41, which amount was increased during the year by the cancellation of contracts for 10,141.14 acres.

The receipts during the year from the land department were \$208,525.13 and the expenses were \$41,057.90, while there are outstanding on account of time sales \$493,517.33. The average price at which the remaining lands are now held is \$5 per acre."

WINONA BRIDGE RY CO.

Organized July 10, 1890, under the laws of the State of Minnesota.

IMPORTANT CHANGES DURING 1899.

The interest coupons due Sept. 1st, and March 1st, 1899, cancelled by bond holders and the railway company thereby released from payment of same.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Other Railroad Companies.—An agreement with each of the following railway companies: Chicago, Burlington & Railway Co.; Green Bay, Winona & St. Paul Ry. Co.; and Winona & Western Ry. Co. Whereby each of these companies agree to pay the company for transportation over its lines: four dollars per car load for freight above fourth class; two dollars and a half for freight of fourth class or under; four cents per hundred pounds for freight in lots less than a car load, not however to exceed car load rates; twenty-five cents per passenger; no charge to be made for empty cars, engines, passenger cars and cabooses.

Company Records.

WISCONSIN & MICHIGAN.

Organized October 26, 1893, under the laws of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—American Express Company, carry express on passenger trains, Nov., 1896, to Nov. 1, 1900.

Mails.—United States mails, July 1, 1899, to June 30, 1903.

Freight or Transportation Companies or Lines.—Agreement for interchange of freight business with M., St. P. & S. S. M. Ry., Ann Arbor R. R., C., M. & St. P. Ry.

Telegraph Companies.—Western Union Telegraph Co., 25-year lease of telegraph line.

Lake Michigan Car Ferry Trans. Co., 50-year contract for interchange of freight business from Sept. 1, 1896.

 WHITCOMB & MORRIS.

Organized June 23, 1896, under the laws of the State of Wisconsin.

 WISCONSIN CENTRAL.

Organized July 1, 1871, under the laws of the State of Wisconsin.

Other companies have been consolidated as follows:

Portage & Superior R. R. Co. organized under act of legislature approved April 9, 1866.

Winnebago & Lake Superior R. R. Co. organized under act of legislature approved April 6, 1866.

Manitowoc & Minnesota R. R. Co. organized under act of legislature approved March 6, 1868.

DATES AND AUTHORITY OF EACH CONSOLIDATION.

Portage & Superior R. R. Co. consolidated with the Winnebago & Lake Superior R. R. Co., forming Portage, Winnebago & Lake Superior R. R. Co. under act of legislature approved March 6, 1869. Name changed to Wisconsin Central R. R. Co. by act of legislature approved Feb. 4, 1871.

Manitowoc & Minnesota R. R. Co. consolidated with Wisconsin Central R. R. Co. under act of legislature approved March 24, 1871.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

At various dates, prior to appointment of receivers on Sept. 27, 1893, the Wisconsin Central Company acquired capital stock of this company, which in the aggregate amounts to 20,000 shares (\$2,000,000.00) of preferred and 92,743½ shares (\$9,274,350) of common.

IMPORTANT CHANGES DURING 1899 IN WISCONSIN.

W. C. R. R. spurs to industries increased.....	5.98 miles
M. & S. W. spurs to industries increased .....	.39 miles
Total	6.37 miles

Issue of \$200,000 Receiver's Certificates due Nov. 15, 1897, renewed for one year.
\$461,000 Receiver's Certificates, Equipment Series, issued.

Company Records.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN, 1899.

Express Companies.—All business handled by the National Express Company in consideration of which they pay the receivers of the Wisconsin Central Company and Wisconsin Central Railroad Company a percentage of their gross earnings.

Mails.—Mails are transported in accordance with rules and regulations of the United States government post office department for compensation paid by the post office department, under routes Nos. 139017, 139015, 139071, 139082.

Sleeping Cars.—Sleeping cars are owned jointly with the Pullman Palace Car Co., and are operated by the latter over the lines of the Wisconsin Central Company and Wisconsin Central Railroad Company, between Chicago and Milwaukee and Ashland and Minneapolis.

WISCONSIN CENTRAL COMPANY.

Organized under the laws of Wisconsin June 17, 1887; under the laws of Minnesota June 30, 1888.

The Wisconsin Central Company is a consolidated corporation formed by the Wisconsin Central Company of Wisconsin, and the Minnesota, St. Croix & Wisconsin Railroad Company, a consolidated corporation under the laws of Wisconsin and Minnesota.

The Minnesota, St. Croix & Wisconsin Railroad Company was formed by the consolidation of the St. Croix & Chippewa Falls R. R. Co., a corporation of Wisconsin, and the St. Paul & St. Croix R. R. Co., a corporation of Minnesota.

DATE AND AUTHORITY OF EACH CONSOLIDATION.

The Wisconsin Central Company of Wisconsin and Minnesota, St. Croix & Wisconsin, May 31, 1888, under general laws of Wisconsin and Minnesota.

The St. Croix & Chippewa Falls and St. Paul & St. Croix, making the Minnesota, St. Croix & Wisconsin, June 28, 1884, under general laws of Wisconsin and Minnesota.

IMPORTANT CHANGES DURING 1900.

W. C. Co. spurs to industries increased	6.20 miles
C. W. & M. R. R. spurs to industries increased.....	.63 miles
Total	6.83 miles

Issue of \$1,480,050 Receivers' Certificates due Nov. 15, 1898, renewed for one year.
\$253,668.80 Receivers' Certificates, Equipment Series, issued.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—All business handled by the National Express Company in consideration of which they pay the receivers a percentage of their gross earnings on same.

Mails.—Mails are transported in accordance with rules and regulations of the United States Post Office Department; compensation fixed by the United States Post Office Department under routes Nos. 135089, 139026, 139061, and 137071.

Sleeping Cars.—Sleeping cars are owned jointly with the Pullman Palace Car Company, by whom they are operated over the lines of the receivers of the Wisconsin Central Company and Wisconsin Central R. R. Co., between Chicago and Milwaukee and Ashland and Minneapolis.

WISCONSIN CENTRAL RAILWAY COMPANY.

Organized December 30, 1897, under the general laws of the State of Wisconsin.

Not strictly a re-organized company, but an independent company, which has purchased the railroads and properties of the Wisconsin Central Company, the Wisconsin Central R. R. Co., the Milwaukee & Lake Winnebago R. R. Co., the Chicago, Wisconsin & Minnesota R. R. Co. and the Packwaukee & Montello R. R. Co.

Company Records.

IMPORTANT CHANGES DURING 1890.

All extensions of road put in operation.

7.45 miles main line and spurs.

The Wisconsin Central Railway Company is an independent company which was organized for the purpose of uniting in one company the railroads and properties of the Wisconsin Central Company and Wisconsin Central Railroad Company, Milwaukee & Lake Winnebago Railroad Company, Chicago, Wisconsin & Minnesota Railroad Company and Packwaukee & Montello Railroad Company. The receivers of the Wisconsin Central Co. and Wisconsin Central R. R. Co. were appointed by the United States circuit court for the eastern district of Wisconsin September 27, 1893, and took possession of the railroads and properties of these companies as of that date. At midnight on the 17th of July, 1899, the receivers surrendered possession of and ceased to operate the lines owned and controlled by those companies, and the Wisconsin Central Ry. Co. began to operate on that date, but under the authority of the United States circuit court for the eastern district of Wisconsin the company took the assets and assumed the liabilities of the receivers as of midnight between June 30th and July 1, 1899, the railroads and properties of the Wisconsin Central Company having been sold under decree of the court on July 7, 1899, and the property of the Wisconsin Central R. R. Co. having been transferred with that of the other companies mentioned above by deeds in which it was provided that the Wisconsin Central Railway Company receive all their assets and assume all their liabilities. The properties of the above companies were acquired by the issue of all the stocks and bonds of this company now outstanding.

This company's securities replace all securities of the above companies with the exception of those shown as still outstanding.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—All business handled by the National Express Company in consideration of which they pay the Wis. Cent. Ry. Co. a percentage of their gross earnings on same.

Mails.—Mails are transported in accordance with rules and regulations of the United States Post Office Department; compensation fixed by the U. S. Post Office Dept. under routes Nos. 135089, 139017, 139061, 139026, 139071, 139082, 137071, 139045.

Sleeping Cars.—Sleeping cars are owned jointly with the Pullman Palace Car Company by whom they are operated over the lines of the Wisconsin Central Ry. Co. between Chicago and Milwaukee and Ashland and Minneapolis.

From the report of the Commissioner of Railroads for the United States we obtain the following:

"The original Wisconsin Central R. R. Co. was a reorganization, February 4, 1871, of the Portage, Winnebago & Superior R. R. Co. On January 4, 1879, default having been made in the payment of interest on its bonds, the trustees under the mortgage took possession of the property. On October 31, 1889, the property was again turned over to the company under a plan of reorganization, by the terms of which the trustees hold, under an irrevocable special trust until full interest is regularly paid on all bonds, substantially the entire issue of the capital stock of the company. The road was operated by the Northern Pacific R. R. Co. under lease from April 1, 1890, until September 27, 1893, when the lease was terminated by decree of the court for non-payment of rent.

The properties covered by the mortgage of the Wisconsin Central Company were sold July 7, 1899, to Messrs. George Coppel, John Crosby Brown and William L. Bull. The rights of the purchasers having been previously duly transferred to the Wisconsin Central Railway Co., a corporation formed under the laws of the State of Wisconsin, said sale was July 8, 1899, confirmed and conveyance pursuant thereof was made July 13, 1899, to the Wisconsin Central Railway Company.

By an act of congress approved May 5, 1864 (13 Stat., 66, sec.3), there was granted to the State of Wisconsin, to aid in the construction of a railroad "from Portage City, Berlin, Doty Island or Fond du Lac, as said State may determine, in a northwestern direction to Bayfield, and thence to Superior, on Lake Superior, every alternate section of public land designated by odd numbers, for ten sections in width on each side of said road," estimated by the General Land Office to include a grant of 1,800,000 acres of land. The beneficiary under this grant was the Portage, Winnebago & Superior Railroad Company (now Wisconsin Central Railway Company).

The records of the Land Office show that to June 30, 1899, there had been patented to the company 838,030.51 acres of land, and that 200,000 acres of railroad-indemnity lands located in Wisconsin had been restored to the public domain."

Company Records.

WISCONSIN WESTERN (Successor to KICKAPOO VALLEY & NORTHERN).

Organized November 17, 1899, under the laws of Wisconsin.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF WISCONSIN.

Express Companies.—25 cents per 100 pounds for carrying express matter.

Mails.—\$2,821.46 per year for mail service.

Freight or Transportation Companies or Lines.—Thirty per cent. of all joint freight earnings of C., M. & St. P. Ry. Co. and the W. W. R. R. Co. belong to the W. W. R. R. and 70 per cent. belong to the C., M. & St. P.

Arrangements with E. St. L., C., M. & St. P. and Ill. Cent. gives 113.4 per cent. to W. W., 35.14 per cent. to C., M. & St. P., and the remainder to the E. St. L. or Ill. Cent.

Arrangements with C. P. & St. L., R. I. & P., C., M. & St. P. and the W. W. give to first two joint 42.67 per cent., C., M. & St. P. 42.67 per cent., W. W. 14.27 per cent.

The Wisconsin Western Railroad is successor to the Kickapoo Valley & Northern Ry. Co.

Officers and Directors.

OFFICERS AND DIRECTORS, 1899.

ABBOTSFORD & NORTHEASTERN.

OFFICERS.

Title.	Name.	Address.
President	Fred Rietbrock	Milwaukee, Wis.
Vice President	L. W. Halsey ..	Milwaukee, Wis.
Secretary	Geo. A. Burton	Milwaukee, Wis.
Treasurer	A. C. Rietbrock	Milwaukee, Wis.
General Solicitor	L. W. Halsey ..	Milwaukee, Wis.
Auditor	A. C. Rietbrock	Milwaukee, Wis.
General Manager	Fred Rietbrock ..	Milwaukee, Wis.
General Superintendent	Wm. L. Erbach	Athens, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Fred Rietbrock	Milwaukee, Wis.	Last Thurs., May, 1900.
L. W. Halsey	Milwaukee, Wis.	Last Thurs., May, 1900.
Geo. A. Burton	Milwaukee, Wis.	Last Thurs., May, 1900.
A. C. Rietbrock	Milwaukee, Wis.	Last Thurs., May, 1900.
Wm. L. Erbach	Athens, Wis. ...	Last Thurs., May, 1900.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, May 25, 1899.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

*Officers and Directors.***AHNAPEE & WESTERN.****OFFICERS.**

Title.	Name.	Address.
Chairman of the Board	E. Decker	Sturgeon Bay, Wis.
President	E. Decker	Sturgeon Bay, Wis.
Vice President	David Decker	Sturgeon Bay, Wis.
Secretary	E. Decker, Jr. ..	Sturgeon Bay, Wis.
Treasurer	E. Decker	Sturgeon Bay, Wis.
Auditor	E. Decker	Sturgeon Bay, Wis.
General Manager	E. Decker	Sturgeon Bay, Wis.
Traffic Manager	E. Decker	Sturgeon Bay, Wis.
General Passenger and Ticket Agent.....	E. Decker	Sturgeon Bay, Wis.
Superintendent Telegraph and Express..	E. Decker	Sturgeon Bay, Wis.
General Baggage Agent	E. Decker	Sturgeon Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
E. Decker	Algoma, Wis.	Until successor is chosen.
E. Decker, Jr.	Algoma, Wis.	Until successor is chosen.
M. C. Haney	Algoma, Wis.	Until successor is chosen.
David Decker	Sturgeon Bay, Wis.	Until successor is chosen.
L. M. Wasburn	Sturgeon Bay, Wis.	Until successor is chosen.
John Fitzer	Iron River, Mich.	Until successor is chosen.
S. W. Champlin	Green Bay, Wis. ...	Until successor is chosen.
Nathan Decker	Sturgeon Bay, Wis.	Until successor is chosen.

Total number of stockholders at date of last election, 14.

Date of last meeting of stockholders for election of directors, September 15, 18.

Date of last meeting of stockholders for election of directors, Sept. 15, 1898.

Post office address of general office, Sturgeon Bay, Wis.

Post office address of operating office, Sturgeon Bay, Wis.

Officers and Directors.

BIG FALLS R'Y CO.

OFFICERS.

Title.	Name.	Address.
President	Jas. H. Wall	Oshkosh, Wis.
Vice President	Jas. A. Spaulding..	Oshkosh, Wis.
Secretary and Treasurer	Tom R. Wall	Oshkosh, Wis.
General Solicitor, Attorney or Counsel..	H. B. Harshaw	Oshkosh, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Jas. H. Wall	Oshkosh, Wis.	One year, or until successor is chosen.
Jas. A. Spaulding	Oshkosh, Wis.	One year, or until successor is chosen.
Thomas R. Wall	Oshkosh, Wis.	One year, or until successor is chosen.
Sophronia M. Wall	Oshkosh, Wis.	One year, or until successor is chosen.
H. B. Harshaw	Oshkosh, Wis.	One year, or until successor is chosen.

Total number of stockholders, 5.

Date of last meeting of stockholders for election of directors, August 21st, 1895.

Post office address of general office, Oshkosh, Wisconsin.

Post office address of operating office, Oshkosh, Wisconsin.

*Officers and Directors.***BAYFIELD HARBOR & GREAT WESTERN (OPERATED BY
BAYFIELD TRANSFER).****OFFICERS.**

Title.	Name.	Address.
President	W. F. Dalrymple	Bayfield, Wis.
Vice President	G. H. Wahl	Milwaukee, Wis.
Secretary and General Manager	H. C. Hale	Bayfield, Wis.
Treasurer	W. F. Dalrymple	Bayfield, Wis.
General Solicitor	G. H. Noyes	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. F. Dalrymple	Bayfield, Wis. ..	June 1, 1901.
G. H. Wahl	Milwaukee, Wis.	June 1, 1900.
F. W. Dochery	Milwaukee, Wis.	June 1, 1900.
G. H. Noyes	Milwaukee, Wis.	June 1, 1901.
H. C. Hale	Bayfield, Wis. ..	June 1, 1901.

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, June 1, 1899.

Post office address of general office, Bayfield, Wis.

Post office address of operating office, Bayfield, Wis.

Officers and Directors.

CHICAGO, MILWAUKEE & ST. PAUL.

OFFICERS.

Title.	Name.	Address.
President	Roswell Miller	Chicago, Ill.
Vice President	Frank S. Bond	New York, N. Y.
2d Vice President	A. J. Earllug	Chicago, Ill.
Secretary	P. M. Myers	Milwaukee, Wis.
Treasurer	F. G. Ranney	Chicago, Ill.
Assistant Treasurer	A. McNab	Chicago, Ill.
Chief Engineer	D. J. Whitmore	Chicago, Ill.
General Counsel	Geo. R. Peck	Chicago, Ill.
Solicitor	Burton Hansen	Chicago, Ill.
Comptroller	E. Q. Sewall	Chicago, Ill.
General Auditor	W. N. D. Winne	Chicago, Ill.
General Manager	W. G. Collins	Chicago, Ill.
General Traffic Manager	A. C. Bird	Chicago, Ill.
General Passenger and Ticket Agent	G. H. Heaford	Chicago, Ill.
Ass't Gen. Passenger and Ticket Agent	G. S. Marsh	Chicago, Ill.
General Superintendent	H. R. Williams	Chicago, Ill.
Division Superintendents	16 in number	
Superintendent of Telegraph	W. J. Fry	Milwaukee, Wis.
General Baggage Agent	W. D. Carrick	Milwaukee, Wis.
Land Commissioner	H. G. Haugan	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Philip D. Armour	Chicago, Ill.	September, 1899.
August Belmont	New York, N. Y.	September, 1899.
Frank S. Bond	New York, N. Y.	September, 1899.
Charles H. Coster	New York, N. Y.	September, 1899.
Charles D. Dickey, Jr.	New York, N. Y.	September, 1899.
Peter Geddes	New York, N. Y.	September, 1899.
Frederick Layton	Milwaukee, Wis.	September, 1899.
Joseph Milbank	New York, N. Y.	September, 1899.
Roswell Miller	Chicago, Ill.	September, 1899.
Chas. W. Harkness	New York, N. Y.	September, 1899.
Wm. Rockefeller	New York, N. Y.	September, 1899.
Samuel Spencer	New York, N. Y.	September, 1899.
A. Van Santvoord	New York, N. Y.	September, 1899.

Total number of stockholders at date of last election, 5,526.

Date of last meeting of stockholders for election of directors, Sept. 17, 1898.

Post office address of general office, Chicago, Ill.

Post office address of operating office, Chicago, Ill.





CHICAGO & NORTHWESTERN RAILWAY.
DEPOT, MILWAUKEE.



CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.
DEPOT, EAU CLAIRE.

Officers and Directors.

CHICAGO & NORTHWESTERN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board	Albert Keep	Chicago, Ill.
President	Marvin Hughitt	Chicago, Ill.
Vice President	M. L. Sukes	New York, N. Y.
2nd Vice President	M. M. Kirkman	Chicago, Ill.
3rd Vice President	Hira M.R. McCullough	Chicago, Ill.
Secretary	M. L. Sukes	New York, N. Y.
Treasurer	Samuel O. Howe	New York, N. Y.
Chief Engineer	John E. Blunt	Chicago, Ill.
General Counsel	Lloyd W. Bowers	Chicago, Ill.
Auditor	Joseph B. Redfield	Chicago, Ill.
General Manager	John M. Whitman	Chicago, Ill.
General Traffic Manager	H. R. McCullough	Chicago, Ill.
General Freight Agent	M. Hughitt, Jr.	Chicago, Ill.
General Passenger Agent	Warren B. Kinskern	Chicago, Ill.
General Ticket Agent	Warren B. Kinskern	Chicago, Ill.
General Superintendent	Sherburne Sanborn	Chicago, Ill.
Division Superintendents	Thomas A. Lawson	Chicago, Ill.
	W. E. Morse	Chicago, Ill.
	W. B. Linsley	Escanaba, Mich.
	Robert A. Cowan	Baraboo, Wis.
	Charles H. Hartley	Kaukauna, Wis.
Superintendent of Telegraph	Geo. H. Thayer	Chicago, Ill.
General Baggage Agent	Nathaniel A. Phillips	Chicago, Ill.
Land Commissioner	J. F. Cleveland	Chicago, Ill.

DIRECTORS.

Name.	Address.	Expiration of Term.
Byron L. Smith	Chicago, Ill.	June, 1902.
Cyrus H. McCormick	Chicago, Ill.	June, 1902.
F. W. Vanderbilt	New York, N. Y.	June, 1902.
W. K. Vanderbilt	New York, N. Y.	June, 1902.
H. McK. Twombly	New York, N. Y.	June, 1902.
John I. Blair	Blairstown, N. J.	June, 1902.
David P. Kimball	Boston, Mass.	June, 1900.
Chauncey M. Depew	New York, N. Y.	June, 1900.
Samuel F. Barger	New York, N. Y.	June, 1900.
Albert Keep	Chicago, Ill.	June, 1900.
James E. Fargo	New York, N. Y.	June, 1900.
M. L. Sykes	New York, N. Y.	June, 1900.
Oliver Ames	Boston, Mass.	June, 1901.
Zenas Crane	Dalton, Mass.	June, 1901.
James Stillman	New York, N. Y.	June, 1901.
Marvin Hughitt	Chicago, Ill.	June, 1901.
N. K. Fairbank	Chicago, Ill.	June, 1901.

Total number of stockholders at date of last election, 4,694.

Date of last meeting of stockholders for election of directors, June 1, 1899.

Post office address of general office, Chicago and New York.

Post office address of operating office, Chicago.

Officers and Directors.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

OFFICERS.

Title.	Name.	Address.
President	Marvin Hughitt	Chicago, Ill.
Vice President	Martin Sykes	New York, N. Y.
Secretary	E. E. Woodman	Hudson, Wis.
Treasurer	S. O. Howe	New York, N. Y.
Assistant Treasurer	R. H. Williams	
Local Treasurer	C. P. Nash	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Counsel	Thomas Wilson	St. Paul, Minn.
Attorney	L. K. Luse	St. Paul, Minn.
Comptroller	L. A. Robinson	St. Paul, Minn.
Auditor of Expenditures	W. H. Stennett	Chicago, Ill.
General Manager	W. A. Scott	St. Paul, Minn.
General Traffic Manager	Jas. T. Clark	St. Paul, Minn.
General Passenger Agent	T. W. Teasdale	St. Paul, Minn.
General Freight Agent	H. M. Pearce	St. Paul, Minn.
Ass't Gen. Freight Agent	E. B. Ober	St. Paul, Minn.
General Superintendent	J. C. Stuart	St. Paul, Minn.
Division Superintendent	L. F. Slaker	St. Paul, Minn.
Division Superintendents	A. W. Trenholm	Itasca, Wis.
	Hugh Spencer	Mankato, Minn.
	H. S. Saynes	Omaha, Neb.
Purchasing Agent	W. H. S. Wright	St. Paul, Minn.
Superintendent of Telegraph	H. C. Hope	St. Paul, Minn.
General Baggage Agent	E. F. Weede	St. Paul, Minn.
Car Accountant	A. Drezmal	St. Paul, Minn.
General Claim Agent	E. L. Peele	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Marvin Hughitt	Chicago, Ill.	June, 1902.
Byron L. Smith	Chicago, Ill.	June, 1902.
Chauncey M. Depew	New York, N. Y.	June, 1902.
David P. Kimball	Boston, Mass.	June, 1902.
Horace G. Burt	Omaha, Neb.	June, 1902.
Martin L. Sykes	New York, N. Y.	June, 1900.
Thomas Wilson	St. Paul, Minn.	June, 1900.
John M. Whitman	Chicago, Ill.	June, 1900.
John A. Humbird	St. Paul, Minn.	June, 1900.
Cornelius Vanderbilt	New York, N. Y.	June, 1901.
Wm. K. Vanderbilt	New York, N. Y.	June, 1901.
Albert Keep	Chicago, Ill.	June, 1901.
Hamilton McK. Twombly	New York, N. Y.	June, 1901.

Total number of stockholders at date of last election, 1,132.

Date of last meeting of stockholders for election of directors, June 3, 1899.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, St. Paul, Minn.

Officers and Directors.

CHICAGO, BURLINGTON & QUINCY.

OFFICERS.

Title.	Name.	Address.
President	Geo. B. Harris.....	Chicago, Ill.
Secretary	T. S. Howland.....	Boston, Mass.
Treasurer	J. C. Peasley.....	Chicago, Ill.
Assistant Treasurer	A. G. Stanwood.....	Boston, Mass.
Chief Engineer	W. L. Breckinridge.	Chicago, Ill.
General Solicitor	J. W. Losey.....	La Crosse, Wis.
General Auditor	C. I. Sturgis.....	Chicago, Ill.
General Manager	W. C. Brown.....	Chicago, Ill.
Asst. General Passenger Agent	Geo. P. Lyman.....	St. Paul, Minn.
Asst. General Freight Agent	Geo. P. Lyman.....	St. Paul, Minn.
Superintendent	D. Cunningham.....	La Crosse, Wis.
General Baggage Agent	E. A. Ladd	Chicago, Ill.

DIRECTORS.

Name.	Address.	Date of Expiration of Term.
F. W. Hunnewell.....	Boston, Mass.	2d Wednesday in June, 1900.
C. J. Paine	Boston, Mass.	2d Wednesday in June, 1900.
J. M. Forbes.....	Boston, Mass.	2d Wednesday in June, 1900.
Geo. P. Gardner.....	Boston, Mass.	2d Wednesday in June, 1900.
T. J. Coolidge.....	Manchester, Mass.	2d Wednesday in June, 1900.
C. E. Perkins.....	Burlington, Ia.....	2d Wednesday in June, 1900.
Geo. B. Alaines.....	Chicago, Ill.....	2d Wednesday in June, 1900.

Total number of stockholders at date of last election, 23.

Date of last meeting of stockholders for election of directors, June 14, 1899.

Post office address of general office, 209 Adams St., Chicago, Ill.

Post office address of operating office, La Crosse, Wis.

Officers and Directors.

CHICAGO, LAKE SHORE & EASTERN.

OFFICERS.

Title.	Name.	Address.
President	C. H. Ackert....	Chicago, Ill.
Secretary and Treasurer.....	F. D. Raymond..	Chicago, Ill.
Cashier	James M. Walt..	Chicago, Ill.
Chief Engineer.....	Geo. A. Pruden..	South Chicago, Ill.
General Solicitor.....	K. K. Knapp....	Chicago, Ill.
Comptroller	F. W. Sutton....	Chicago, Ill.
General Manager.....	C. H. Ackert....	Chicago, Ill.
General Superintendent.....	M. M. Richey....	South Chicago, Ill.
Division Superintendent.....	L. W. McNamee..	Bay View, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
C. H. Ackert.....	Chicago, Ill.....	December, 1899.
John Lambert.....	Chicago, Ill.....	December, 1899.
E. H. Gary.....	Chicago, Ill.....	December, 1899.
C. P. Coffin.....	Chicago, Ill.....	December, 1899.
E. Shearson.....	Chicago, Ill.....	December, 1899.
F. D. Raymond.....	Chicago, Ill.....	December, 1899.
D. H. Bacon.....	Chicago, Ill.....	December, 1899.

Total number of stockholders at date of last election, —.
 Date of last meeting of stockholders for election of directors, Dec., 1898.
 Post office address of general office, Chicago, Ill.
 Post office address of operating office, Chicago, Ill.

*Officers and Directors.***CHICAGO & LAKE SUPERIOR.****OFFICERS.**

Title.	Name.	Address.
President	George Dow.....	.....
Vice President.....	A. H. Hadfield...	.....
Secretary	Charles Friend...	.....
Treasurer	Robe Dow.....	.....
Gen'l Solicitor, Atty. or Counsel.....	Charles Friend...	.....
Auditor	James P. Brown...	.....
General Manager.....	Henry Herman...	.....
General Passenger Agent.....	Henry Herman...	.....

DIRECTORS.

Name.	Address.	Expiration of Term.
George Dow	Cambridge, Wis. ....	.....
George Dow, Jr.....	Madison, Wis.....	.....
Robe Dow.....	Stoughton, Wis.....	.....
Henry Herman.....	Milwaukee, Wis.....	.....
Charles Friend.....	Milwaukee, Wis.....	.....
A. C. Amundson.....	Milwaukee, Wis.....	.....
A. H. Hadfield.....	Cambridge, Wis.....	.....

Total number of stockholders at date of last election, 7.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

Officers and Directors.

**CHICAGO, MADISON & NORTHERN (OPERATED BY ILLINOIS
CENTRAL).**

OFFICERS.

Title.	Name.	Address.
President	Stuyvesant Fish....	New York, N. Y.
Vice President	J. C. Welling	Chicago, Ill.
2nd Vice President.....	J. T. Harahan.....	Chicago, Ill.
Secretary	W. G. Bruen.....	Chicago, Ill.
Treasurer	E. T. H. Gibson....	New York, N. Y.
Attorney	B. J. Stevens.....	Madison, Wis.

DIRECTORS.

Names of Directors.	Address.	Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.	October, 1900.
B. F. Ayer.....	Chicago, Ill.	October, 1900.
J. C. Welling.....	Chicago, Ill.	October, 1899.
J. T. Harahan.....	Chicago, Ill.	October, 1899.
W. G. Bruen	Chicago, Ill. ...	October, 1900.

Total number of stockholders at date of last election. 6.

Date of last meeting of stockholders for election of directors, Oct. 11, 1898.

Post office address of general office, Central Station, Chicago, Ill.

Post office address of operating office, Central Station, Chicago, Ill.

Officers and Directors.

CHICAGO, WISCONSIN & MINNESOTA R. R. CO.

OFFICERS.

Title.	Name.	Address.
President	Edwin H. Abbot...	Boston, Mass.
1st Vice President.....	Howard Morris...	Milwaukee, Wis.
Secretary	Charles M. Morris.	Milwaukee, Wis.
Treasurer	Henry Mitchell...	Milwaukee, Wis.
Assistant Treasurer	Robt. Toombs.....	Boston, Mass.
Auditor	Geo. R. Brackett..	Milwaukee, Wis.
Assistant Secretary.....	J. H. Wellman.....	Boston, Mass.

DIRECTORS.

Name.	Address.	Expiration of Term.
Edwin H. Abbott.....	Cambridge, Mass.	October, 1899.
Colgate Hoyt.....	New York, N. Y..	October, 1899.
R. G. Hazard.....	Peace Dale, R. I.	October, 1900.
F. T. Gates.....	New York, N. Y..	October, 1900.
Geo. R. Brackett.....	Boston, Mass.....	October, 1901.
J. H. Wellman.....	Boston, Mass.....	October, 1901.

Total number of stockholders at date of last election, 7.

Date of last meeting of stockholders for election of directors, October 26, 1898.

Post office address of general office, Milwaukee, Wis.

Officers and Directors.

CHIPPEWA RIVER & MENOMONIE.

OFFICERS.

Title.	Name.	Address.
President	F. Weyerhauser...	Chippewa Falls, Wis.
Vice President.....	O. H. Ingram.....	Chippewa Falls, Wis.
Secretary	Wm. Irvine.....	Chippewa Falls, Wis.
Treasurer	U. G. Norton.....	Chippewa Falls, Wis.
Auditor	James Ritchie.....	Chippewa Falls, Wis.
General Manager.....	H. G. Chichester.	Chippewa Falls, Wts.
General Superintendent.....	Wm. Irvine.....	Chippewa Falls, Wis.
Division Superintendent.....	John Dunlavey....	Apollonia, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
F. Weyerhauser.....	St. Paul, Minn.....	June, 15, 1900.
O. H. Ingram.....	Eau Claire, Wis.....	June, 15, 1900.
U. G. Norton.....	Winona, Minn.....	June, 15, 1900.
Wm. A. Rust.....	Eau Claire, Wis.....	June, 15, 1900.
Wm. Irvine.....	Chippewa Falls, Wis..	June, 15, 1900.

Total number of stockholders, 5.

Date of last meeting of stockholders for election of directors, June 15, 1899.

Post office address of general office, Chippewa Falls, Wis.

Post office address of operating office, Apollonia, Wis.

Officers and Directors.

DRUMMOND & SOUTH WESTERN.

OFFICERS.

Title.	Name.	Address.
President	John D. Owen.....	Eau Claire, Wis.
Vice President.....	Aloney J. Rust.....	Eau Claire, Wis.
Secretary and Treasurer.....	Frank Drummond..	Eau Claire, Wis.
General Manager.....	Frank Drummond..	Drummond, Wis.
General Superintendent.....	John G. Riggs.....	Drummond, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
John S. Owen.....	Eau Claire, Wis..	Unlimited.
A. J. Rust.....	Eau Claire, Wis..	Unlimited.
Ralph E. Rust.....	Eau Claire, Wis..	Unlimited.
Frank Drummond.....	Drummond, Wis.	Unlimited.
John G. Riggs.....	Drummond, Wis.	Unlimited.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, Nov. 11, 1898.

Post office address of general office, Drummond, Wis.

Post office address of operating office, Drummond, Wis.

*Officers and Directors.***DULUTH, SOUTH SHORE & ATLANTIC.****OFFICERS.**

Title.	Name.	Address.
President	Gen. Sam'l Thomas.....	New York, N. Y.
1st Vice President.....	Thos. E. Shaughnessy.....	Montreal, Can.
2nd Vice President.....	Wm. T. Fitch.....	Marquette, Mich.
Secretary and Assistant Treasurer.....	Geo. H. Church.....	New York, N. Y.
Treasurer	E. W. Allen.....	Marquette, Mich.
General Attorney.....	A. B. Eldridge.....	Marquette, Mich.
Attorney	A. E. Miller.....	Marquette, Mich.
Auditor	A. E. Delf.....	Marquette, Mich.
General Manager.....	Wm. T. Fitch.....	Marquette, Mich.
Chief Engineer.....	H. J. Payne.....	Marquette, Mich.
General Freight Agent.....	Wm. Orr.....	Marquette, Mich.
General Passenger Agent.....	G. W. Hibbard.....	Marquette, Mich.
Asst. General Freight Agent.....	W. W. Walker.....	Duluth, Minn.
Asst. General Passenger Agent.....	T. H. Larke.....	Duluth, Minn.
General Superintendent.....	C. E. Lytle.....	Marquette, Mich.
Assistant Superintendent.....	A. M. Sutherland.....	Thomaston, Mich.
Land Commissioner.....	E. W. Mac Pherran.....	Marquette, Mich.

DIRECTORS.

Name.	Address.	Expiration of Term.
Gen. Samuel Thomas.....	New York, N. Y.	June 1, 1900.
Sir William C. Van Horne.....	Montreal, Can.	June 1, 1900.
Richard B. Angus.....	Montreal, Can.	June 1, 1900.
Rt. Hon. Donald Alexander, Baron.....	London, England	June 1, 1900.
Thos. G. Shaughnessy.....	Montreal, Can.	June 1, 1900.
John W. Sterling.....	New York, N. Y.	June 1, 1900.
Walter Watson.....	New York, N. Y.	June 1, 1900.
Thos. W. Pearssall.....	Black Rock, Colo.	June 1, 1900.
Geo. H. Church.....	New York, N. Y.	June 1, 1900.
James O. Bloss.....	New York, N. Y.	June 1, 1900.
William B. Fitch.....	Marquette, Mich.	June 1, 1900.

Total number of stockholders at date of last election, 33.
Date of last meeting of stockholders for election of directors, June 1, 1899.
Post office address of general office, Marquette, Mich.
Post office address of operating office, Marquette, Mich.

*Officers and Directors.***DULUTH SHORT LINE.****OFFICERS.**

Title.	Name.	Address.
President	R. S. Hayes.....	New York City.
Vice President.....	A. B. Plough.....	St. Paul, Minn.
Secretary and Treasurer.....	A. V. Williams.....	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
R. S. Hayes.....	New York City.	June 5, 1899.
A. B. Plough.....	St. Paul, Minn.	June 5, 1899.
D. A. McKinlay.....	St. Paul, Minn.	June 5, 1899.
A. V. Williams.....	St. Paul, Minn.	June 5, 1899.
J. D. Armstrong.....	St. Paul, Minn.	June 5, 1899.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, June 6th, 1898.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, St. Paul, Minn.

Officers and Directors.

DULUTH, SUPERIOR & WESTERN TERMINAL CO.

OFFICERS.

Title.	Name.	Address.
President	D. M. Philbin.....	Duluth, Minn.
Secretary and Treasurer.....	E. Sawyer.....	St. Paul, Minn.
Chief Engineer.....	Jno. T. Stevens.....	St. Paul, Minn.
Auditor	R. I. Farrington.....	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
D. M. Philbin.....	Duluth, Minn.....	When successor is elected.
Cortland Betts.....	New York, N. Y....	When successor is elected.
Arthur Starke.....	New York, N. Y....	When successor is elected.
C. A. Loughlin.....	New York, N. Y....	When successor is elected.
Benjamin Whitley.....	New York, N. Y....	When successor is elected.

Total number of stockholders at date of last election, 6.
 Date of last meeting of stockholders for election of directors, July 18, 1898.
 Post office address of general office, St. Paul, Minn.
 Post office address of operating office, West Superior, Wis.

*Officers and Directors.***DUNBAR & WAUSAUKEE.****OFFICERS.**

Title.	Name.	Address.
President	W. C. Culbertson...	Girard, Pa..
Vice President.....	J. W. Wells.....	Menominee, Mich.
Secretary and Treasurer.....	J. A. Culbertson.....	Menominee, Mich.
Superintendent	A. C. Wells.....	Dunbar, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. C. Culbertson.....	Girard, Pa.....	When successor elected.
J. W. Wells.....	Menominee, Mich	When successor elected.
J. A. Culbertson.....	Menominee, Mich	When successor elected.

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, original.

Post office address of general office, Menominee, Mich.

Post office address of operating office, Dunbar, Wis.

Officers and Directors.

EASTERN RAILWAY CO. OF MINNESOTA.

OFFICERS.

Title.	Name.	Address.
President	Samuel Hill.....	Minneapolis, Minn.
Vice President.....	J. N. Hill.....	Duluth, Minn.
2nd Vice President.....	D. M. Philbin...	Duluth, Minn.
Secretary and Treasurer.....	E. Sawyer.....	St. Paul, Minn.
Chief Engineer.....	John T. Stevens	St. Paul, Minn.
General Solicitor.....	M. D. Grover....	St. Paul, Minn.
Attorney or Counsel.....	J. A. Murphy....	West Superior, Wis.
Comptroller	R. I. Farrington	St. Paul, Minn.
General Auditor.....	J. L. Cramer....	St. Paul, Minn.
General Freight Agent.....	John C. Eden....	St. Paul, Minn.
General Passenger and Ticket Agent....	F. B. Whitney....	St. Paul, Minn.
Superintendent	G. T. Slade.....	West Superior, Wis.
Superintendent of Telegraph.....	E. J. Little.....	St. Paul, Minn.
General Baggage Agent.....	S. A. Smart.....	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Time.
James J. Hill.....	St. Paul, Minn.....	When successor elected.
W. P. Clough.....	St. Paul, Minn.....	When successor elected.
M. D. Grover.....	St. Paul, Minn.....	When successor elected.
Samuel Hill.....	Minneapolis, Minn.	When successor elected.
James N. Hill.....	Duluth, Minn.....	When successor elected.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, Oct. 19, 1898.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, Duluth, Minn.

*Officers and Directors.***FAIRCHILD & NORTH EASTERN.****OFFICERS.**

Title.	Name.	Address.
President	N. C. Foster.....	Fairchild, Wis.
Vice President.....	E. J. Foster.....	Fairchild, Wis.
Secretary and Treasurer	G. A. Foster.....	Fairchild, Wis.
Auditor	John T. Fatzinger...	Fairchild, Wis.
General Manager.....	N. C. Foster.....	Fairchild, Wis.
Traffic Manager	John T. Fatzinger ...	

GREEN BAY & WESTERN.**OFFICERS.**

Title.	Name.	Address.
President	S. S. Palmer.....	New York, N. Y.
Vice President.....	J. A. Jordan.....	Green Bay, Wis.
Secretary and Treasurer.....	Mark T. Cox.....	New York, N. Y.
General Auditor.....	J. C. Thurman.....	Green Bay, Wis.
General Manager.....	J. A. Jordan.....	Green Bay, Wis.
General Passenger Agent.....	J. B. Last.....	Green Bay, Wis.
General Ticket Agent.....	J. B. Last.....	Green Bay, Wis.
Superintendent	F. B. Seymour.....	Green Bay, Wis.
General Baggage Agent.....	J. B. Last.....	Green Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. S. Palmer.....	Princeton, N. J...	March 9, 1900.
C. L. Blair.....	New York, N. Y.	March 9, 1900.
Wm. J. Hunt.....	New York, N. Y.	March 9, 1900.
Mark T. Cox.....	Morristown, N. J.	March 9, 1900.
J. A. Jordan.....	Green Bay, Wis..	March 9, 1900.

Total number of stockholders at date of last election. 151.

Date of last meeting of stockholders for election of directors, March 9, 1899.

Post office address of general office, Green Bay, Wis.

Post office address of operating office, Green Bay, Wis.

Officers and Directors.

HAWTHORNE, NEBAGAMON & SUPERIOR.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	E. Rutledge.....	Chippewa Falls, Wis.
President		Chippewa Falls, Wis.
Vice President.....	F. Weyerhauser....	St. Paul, Minn.
Secretary and Treasurer.....	E. L. Answorth....	Chippewa Falls, Wis.
Comptroller and Traffic Manager.....	F. L. Wilkins.....	Lake Nebagamon, Wis.
General Manager.....	J. P. Weyerhauser.	Lake Nebagamon, Wis.
General Superintendent.....	William O. Nell...	Lake Nebagamon, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
F. Weyerhauser.....	St. Paul, Minn.....	Sept., 1899.
E. Rutledge	Chippewa Falls, Wis.	Sept., 1899.
Jno. Weyerhauser.....	Lake Nebagamon.....	Sept., 1899.
E. L. Answorth.....	Chippewa Falls.....	Sept., 1899.

Total number of stockholders at date of last election, 4.
Date of last meeting of stockholders for election of directors, September, 1898.
Post office address of general office, Chippewa Falls, Wis.
Post office address of operating office, Lake Nebagamon, Wis.

Officers and Directors.

HAZELHURST & SOUTH EASTERN.

OFFICERS.

Title.	Name.	Address.
President	W. C. Yawkey.....	Detroit, Mich.
Vice President.....	C. C. Yawkey.....	Hazelhurst, Wis.
Secretary	L. H. Wheeler.....	Hazelhurst, Wis.
Treasurer	W. H. Yawkey.....	Detroit, Mich.
Gen. Sol. Attorney or Counsel.....	John Barnes.....	Rhineland, Wis.
General Manager.....	C. C. Yawkey.....	Hazelhurst, Wis.
General Freight Agent.....	John W. Freedom...	Hazelhurst, Wis.
Auditor	L. H. Wheeler.....	Hazelhurst, Wis.
General Passenger Agent.....	C. C. Yawkey.....	Hazelhurst, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. C. Yawkey.....	Hazelhurst, Wis.	January 30, 1900.
C. C. Yawkey.....	Hazelhurst, Wis.	January 30, 1900.
W. H. Yawkey.....	Hazelhurst, Wis.	January 30, 1900.
L. H. Wheeler.....	Hazelhurst, Wis.	January 30, 1900.
John W. Freedom.....	Hazelhurst, Wis.	January 30, 1900.

Total number of stockholders at date of last election, 5.
 Date of last meeting for election of directors, January 20, 1899.
 Post office address of general office, Hazelhurst, Wis.
 Post office address of operating office, Hazelhurst, Wis.

Officers and Directors.

IOLA & NORTHERN.

OFFICERS.

Title.	Name.	Address.
President	Jas. Walker, Jr.....	New York, N. Y.
Auditor and Cashier.....	J. C. Thurman.....	Green Bay, Wis.
General Manager.....	J. A. Jordan.....	Green Bay, Wis.
General Passenger Agent.....	J. B. Last.....	Green Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Jas. Walker, Jr.....	New York, N. Y.....	.....
S. W. Champlon.....	Green Bay, Wis.....	.....
F. B. Seymour.....	Green Bay, Wis.....	.....
B. A. Hegemen.....	New York, N. Y.....	.....

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, Sept. 12, 1896.

Post office address of general office, Green Bay, Wis.

Post office address of operating office, Green Bay, Wis.

*Officers and Directors.***KEWAUNEE, GREEN BAY & WESTERN.****OFFICERS.**

Title.	Name.	Address.
President	S. S. Palmer.....	New York, N. Y.
Vice President.....	W. W. Cargill.....	La Crosse, Wis.
Secretary and Treasurer.....	Mark T. Cox.....	New York, N. Y.
General Auditor.....	J. C. Thurman.....	Green Bay, Wis.
General Manager.....	J. A. Jordan.....	Green Bay, Wis.
General Ticket Agent.....	J. B. Last.....	Green Bay, Wis.
Superintendent	F. B. Seymour.....	Green Bay, Wis.
General Baggage Agent.....	J. B. Last.....	Green Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. S. Palmer.....	Princeton, N. J....	July 13, 1899.
Mark T. Cox.....	Morristown, N. J..	July 13, 1899.
C. L. Blair.....	New York, N. Y....	July 13, 1899.
J. A. Jordan.....	Green Bay, Wis....	July 13, 1899.
W. W. Cargill.....	La Crosse, Wis....	July 13, 1899.

Total number of stockholders at date of last election, 45.

Date of last meeting of stockholders for election of directors, July 13, 1898.

Post office address of general office, Green Bay, Wis.

Post office address of operating office, Green Bay, Wis.

Officers and Directors.

KICKAPOO VALLEY & NORTHERN.

OFFICERS.

Title.	Name.	Address.
President	Charles P. Cogswell	Norwich, Conn.
Vice President	W. H. Thompson	Wauzeka, Wis.
Secretary	Harry L. Butler	Madison, Wis.
Treasurer	C. P. Cogswell	Norwich, Conn.
Auditor	Wm. Silge	Wauzaukee, Wis.
Receiver	E. A. Wadhams	Milwaukee, Wis.
General Manager	W. H. Thompson	Wauzeka, Wis.
General Superintendent	W. H. Thompson	Wauzeka, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Charles P. Cogswell	Norwich, Conn. ....	.....
Samuel McCord	Milwaukee, Wis. ....	.....
Gardner Green, Jr.	Norwich, Conn. ....	.....
U. M. Hartwell	Somerville, N. J. ....	.....
Harry L. Butler	Madison, Wis. ....	.....
A. Matheson	Elkhorn, Wis. ....	.....
W. H. Thompson	Wauzeka, Wis. ....	.....

Total number of stockholders at date of last election. 11.

Date of last meeting of stockholders for election of directors, June 22, 1894.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Wauzeka, Wis.

Officers and Directors.

LAKE SUPERIOR TERMINAL & TRANSFER R'Y CO.

OFFICERS.

Title.	Name.	Address.
President	J. N. Hill	Duluth, Minn.
Vice President	A. B. Plough ..	St. Paul, Minn.
Secretary and Treasurer	F. J. Shephard ..	St. Paul, Minn.
Superintendent	J. D. Finn	West Superior, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. A. Scott	St. Paul, Minn.	October 7, 1899.
J. W. Kendricks	St. Paul, Minn.	October 7, 1899.
A. B. Plough	St. Paul, Minn.	October 7, 1899.
W. T. Fitch	Marquette, Mich.	October 7, 1899.
J. N. Hill	Duluth, Minn.	October 7, 1899.
G. T. Siade	West Superior, Wis.	October 7, 1899.

Total number of stockholders at date of last election, 12.

Date of last meeting of stockholders for election of directors, Oct. 1, 1898.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, West Superior, Wis.

Officers and Directors.

MILWAUKEE & SUPERIOR.

OFFICERS.

Title.	Name.	Address.
President	Henry Lindsey	Milwaukee, Wis.
Vice President	Geo. I. Lindsey	Milwaukee, Wis.
Secretary	M. H. Brand	Milwaukee, Wis.
Treasurer	Henry Herman	Milwaukee, Wis.
Auditor	Geo. W. Wilson	Milwaukee, Wis.
General Manager	Henry Herman	Milwaukee, Wis.
General Freight Agent	A. M. Campbell	Milwaukee, Wis.
Superintendent	Geo. A. Nettleton	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Henry Lindsey	Milwaukee, Wis.	October 28, 1899.
Geo. I. Lindsey	Milwaukee, Wis.	October 28, 1899.
Henry Herman	Milwaukee, Wis.	October 28, 1899.
M. H. Brand	Milwaukee, Wis.	October 28, 1899.
Otto R. Hansen	Milwaukee, Wis.	October 28, 1899.

Total number of stockholders at date of last election, 5.
 Date of last meeting of stockholders for election of directors, Oct. 30, 1897.
 Post office address of general office, Milwaukee, Wis.
 Post office address of operating office, Milwaukee, Wis.

*Officers and Directors.***MARSHFIELD & SOUTH EASTERN.****OFFICERS.**

Title.	Name.	Address.
President	Walter A. Scott	Chicago, Ill.
Vice President	Thomas B. Scott ..	Chicago, Ill.
Secretary	H. C. Ross	Chicago, Ill.
Treasurer	W. A. Scott	Chicago, Ill.
Local Treasurer	Edw. L. Reese	Marshfield, Wis.
General Manager	Chas. H. Grundy ..	Marshfield, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Walter A. Scott	Chicago, Ill.	October 10, 1899.
Thos. A. Scott	Chicago, Ill.	October 10, 1899.
H. C. Ross	Chicago, Ill.	October 10, 1899.
Chas. H. Grundy	Marshfield, Wis.	October 10, 1899.
Jerome R. North	Green Bay, Wis.	October 10, 1899.

Post office address of general office, Marshfield, Wis.

Date of last meeting of stockholders for election of directors, October 11, 1898.

Post office address of operating office, Marshfield, Wis.

Total number of stockholders at date of last election, 5.

Officers and Directors.

MARINETTE, TOMAHAWK AND WESTERN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board	William H. Bradley.	Tomahawk, Wis.
President	William H. Bradley.	Tomahawk, Wis.
1st Vice President	A. H. Woodworth ...	Tomahawk, Wis.
2nd Vice President	W. T. Watkins	Minneapolis, Minn.
Secretary	Frank G. Starke ...	Tomahawk, Wis.
Treasurer	Frank G. Starke ...	Tomahawk, Wis.
Gen'l Solic., Attorney or Counsel.....	A. H. Woodworth ...	Tomahawk, Wis.
Auditor	Frank G. Starke ...	Tomahawk, Wis.
General Manager	Wm. H. Bradley	Tomahawk, Wis.
General Passenger Agent	Wm. E. Jeannot ...	Tomahawk, Wis.
Superintendent of Telegraph.....	Wm. E. Jeannot ...	Tomahawk, Wis.
Superintendent of Express	Wm. E. Jeannot ...	Tomahawk, Wis.
General Baggage Agent	Wm. E. Jeannot ...	Tomahawk, Wis.
Chief Engineer	Wm. E. Jeannot ...	Tomahawk, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
James W. Bradley	Milwaukee, Wis.	Sept. 13, 1899.
Wm. H. Bradley	Tomahawk, Wis.	Sept. 13, 1899.
Frank G. Stark	Tomahawk, Wis.	Sept. 13, 1899.
A. H. Woodworth	Tomahawk, Wis.	Sept. 13, 1899.
Wm. F. Bradley	Tomahawk, Wis.	Sept. 13, 1899.

Total number of stockholders at date of last election, 11.
Date of last meeting of stockholders for election of directors, Sept. 14, 1898.
Post office address of general office, Tomahawk, Wis.
Post office address of operating office, Tomahawk, Wis.

Officers and Directors.

MINNESOTA & WISCONSIN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board	E. D. Buffington	Stillwater, Minn.
President	E. D. Buffington	Stillwater, Minn.
Vice President	G. D. Braman ...	Boston, Mass.
Secretary	Jas. W. Jones ...	St. Paul, Minn.
Treasurer	Herman Scheffer	St. Paul, Minn.
Gen'l Solicitor, Atty. or Counsel	C. A. Severance	St. Paul, Minn.
Auditor	Jas. W. Jones ...	St. Paul, Minn.
General Manager	E. D. Buffington	Stillwater, Minn.
Traffic Manager, Purchasing Agent, Asst. Secretary and Auditor	C. H. Cannon ...	Spring Valley, Wis.
Superintendent and Road Master	Jas. Minoque	Spring Valley, Wis.

DIRECTORS.

Name.	Address.	Chippewa Falls, Wis.
E. D. Buffington	Stillwater, Minn.	November 12, 1899.
Maurice Auerback	St. Paul, Minn. ...	November 12, 1899.
G. D. Braman	Boston, Mass.	November 12, 1899.
D. M. Sabin	Ashland, Wis.	November 12, 1899.
C. A. Severance	St. Paul, Minn.	November 12, 1899.
N. W. Jordon	Boston, Mass.	November 12, 1899.
H. L. Hacton	New York, N. Y. ...	November 12, 1899.

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, Nov. 12, 1898.

Post office address of general office, Spring Valley, Wis.

Post office address of operating office, Spring Valley, Wis.

Officers and Directors.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.

OFFICERS.

Title.	Name.	Address.
President	Thomas Lowry	Minneapolis, Minn.
Vice President	John Martin	Minneapolis, Minn.
Secretary and Treasurer	Charles F. Clement	Minneapolis, Minn.
Assistant Treasurer	Wyatt C. Stone	Minneapolis, Minn.
Chief Engineer	Thomas Green	Minneapolis, Minn.
General Solicitor	Alfred H. Bright	Minneapolis, Minn.
Assistant Solicitor	Henry B. Dike	Minneapolis, Minn.
Auditor	C. W. Gardner	Minneapolis, Minn.
Assistant Auditor	Edward F. Stone	Minneapolis, Minn.
General Manager	Edmund Pennington	Minneapolis, Minn.
General Freight Agent	W. L. Martin	Minneapolis, Minn.
Asst. Gen. Freight Agent	E. D. Parker	St. Paul, Minn.
General Passenger Agent	W. R. Galloway	Minneapolis, Minn.
Asst. Gen. Passenger Agent	W. S. Thorn	St. Paul, Minn.
Division Superintendent	George R. Pennington	Minneapolis, Minn.
Division Superintendent	Charles P. Eckels	Enderlin, N. D.
Supt. Car Service	H. L. Hunter	Minneapolis, Minn.
Supt. of Telegraph	Harry A. Tuttle	Minneapolis, Minn.
Land Commissioner	David Casseday	Minneapolis, Minn.
Purchasing Agent	J. E. Shaughnessy	Minneapolis, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
Thomas Lowry	Minneapolis, Minn.	1st Tuesday in June, 1900.
John Martin	Minneapolis, Minn.	1st Tuesday in June, 1900.
W. D. Washburn	Minneapolis, Minn.	1st Tuesday in June, 1900.
J. S. Pillsbury	Minneapolis, Minn.	1st Tuesday in June, 1900.
Sir W. C. Van Horne	Montreal, Canada	1st Tuesday in June, 1900.
Thos. G. Shaughnessy	Montreal, Canada	1st Tuesday in June, 1900.
C. H. Pettit	Minneapolis, Minn.	1st Tuesday in June, 1900.
F. H. Peavey	Minneapolis, Minn.	1st Tuesday in June, 1900.
Wm. B. Dean	St. Paul, Minn.	1st Tuesday in June, 1900.
W. H. Bradley	Tomahawk, Wis.	1st Tuesday in June, 1900.
R. B. Angus	Montreal, Canada	1st Tuesday in June, 1900.

Total number of stockholders at date of last election, 110.

Date of last meeting of stockholders for election of directors, June 6, 1899.

Post office address of general office, Minneapolis, Minn.

Post office address of operating office, Minneapolis, Minn.

*Officers and Directors.***MILWAUKEE & LAKE WINNEBAGO.****OFFICERS.**

Title.	Name.	Address.
President	Edwin H. Abbot	Boston, Mass.
1st Vice President and Treasurer.....	Howard Morris	Milwaukee, Wis.
Secretary	Chas. M. Morris	Milwaukee, Wis.
Asst. Secretary and Asst. Treasurer.....	Henry Mitchell	Boston, Mass.
Auditor	Robt. Toombs	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Edwin H. Abbot	Cambridge, Mass.	October, 1899.
R. G. Hazard	Peace Dale, R. I.	October, 1899.
Charles Ray	Milwaukee, Wis.	October, 1899.
Geo. R. Brackett	Boston, Mass.	October, 1899.
Henry Mitchell	Boston, Mass.	October, 1899.
J. H. Wellman	Boston, Mass.	October, 1899.
Costello C. Converse	Boston, Mass.	October, 1899.

Total number of stockholders at date of last election, 44.

Date of last meeting of stockholders for election of directors, October 26, 1898.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

Officers and Directors.

MINNEAPOLIS, ST. PAUL & ASHLAND.

OFFICERS.

Title.	Name.	Address.
President	J. W. Cochrane ..	Ashland, Wis.
Vice President	S. G. Cook	Minneapolis, Minn.
Secretary	C. H. Pratt	Minneapolis, Minn.
Chief Engineer	Daniel Taylor	Ashland, Wis.
General Superintendent	L. B. Egan	Ashland, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
E. A. Shores	Ashland, Wis. ....	.....
C. H. Pratt	Minneapolis, Minn. .	.....
S. G. Cook	Minneapolis, Minn. .	.....
Thomas Bardon	Ashland, Wis. ....	.....
Edward Ellis	Ashland, Wis. ....	.....
L. B. Egan	Ashland, Wis. ....	.....
J. W. Cochran	Ashland, Wis. ....	.....
R. L. McCormack	Hayward, Wis. ....	.....
S. S. Fifield	Ashland, Wis. ....	.....
J. W. Perley	St. Croix Falls, Wis.	.....
D. W. Mowatt	Ashland, Wis. ....	.....
J. S. Porteous	Minneapolis, Minn. .	.....
F. R. Pettibone	Minneapolis, Minn. .	.....

Total number of stockholders at date of last election, 37.

Date of last meeting of stockholders for election of directors, January 2, 1897.

Post office address of general office, Minneapolis, Minn.

Post office address of operating office, Ashland, Wis.

Officers and Directors.

NORTHERN PACIFIC.

OFFICERS.

Title.	Name.	Address.
President	C. S. Mellen	St. Paul, Minn.
1st Vice President	D. S. Lamont	New York, N. Y.
2d Vice President and General Manager	J. W. Kendrick	St. Paul, Minn.
3d Vice President and Gen. Traffic Mgr.	J. M. Hannaford	St. Paul, Minn.
Secretary and Assistant Treasurer	Geo. H. Earl	New York, N. Y.
Treasurer	Chas. A. Clark	St. Paul, Minn.
Chief Engineer	E. H. McHenry	St. Paul, Minn.
General Counsel	Francis L. Stetson	New York, N. Y.
General Counsel	Chas. W. Buun	St. Paul, Minn.
Comptroller	Henry A. Gray	St. Paul, Minn.
Auditor	M. P. Martin	St. Paul, Minn.
Gen. Passenger and Ticket Agent	Charles S. Fee	St. Paul, Minn.
General Superintendent	M. C. Kimberly	St. Paul, Minn.
Superintendent of Telegraph	O. C. Green	St. Paul, Minn.
Division Superintendents	11 in number	
General Baggage Agent	W. H. Lowe	St. Paul, Minn.
Land Commissioner	W. H. Phipps	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
E. D. Adams	New York, N. Y.	October, 1899.
Dumont Clark	New York, N. Y.	October, 1899.
C. H. Coster	New York, N. Y.	October, 1899.
R. M. Gallaway	New York, N. Y.	October, 1899.
Geo. F. Baker	New York, N. Y.	October, 1899.
Brayton Ives	New York, N. Y.	October, 1899.
D. W. James	New York, N. Y.	October, 1899.
D. S. Lamont	New York, N. Y.	October, 1899.
C. S. Mellen	St. Paul, Minn.	October, 1899.
J. S. Kennedy	New York, N. Y.	October, 1899.
W. G. Oakman	New York, N. Y.	October, 1899.
O. H. Payne	New York, N. Y.	October, 1899.
Samuel Spencer	New York, N. Y.	October, 1899.
James Stillman	New York, N. Y.	October, 1899.
Eben B. Thomas	New York, N. Y.	October, 1899.

Total number of stockholders at date of last election, 19.

Date of last meeting of stockholders for election of directors, October 4, 1898.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, St. Paul, Minn.

Officers and Directors.

NORTHWESTERN COAL RY CO.

OFFICERS.

Title.	Name.	Address.
President	E. N. Saunders	St. Paul, Minn.
Vice President	M. H. Taylor	Erie, Pa.
Secretary and Treasurer	E. S. Shepley	St. Paul, Minn.
Chief Engineer	C. J. A. Morris	St. Paul, Minn.
General Superintendent	Wm. P. Barrett	Superior, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
E. N. Saunders	St. Paul, Minn.	Sept. 7, 1899.
M. H. Taylor	Erie, Pa.	Sept. 7, 1899.
Joseph Stickney	New York, N. Y.	Sept. 7, 1899.
E. R. Holden	New York, N. Y.	Sept. 7, 1899.
Wm. Endicott, Jr.	Boston, Mass.	Sept. 7, 1899.
Robert I. Jenks	New York, N. Y.	Sept. 7, 1899.
E. S. Shepley	St. Paul, Minn.	Sept. 7, 1899.

Total number of stockholders at date of last election, 18.

Date of last meeting of stockholders for election of directors, Sept. 1, 1898.

Post office address of general office, Superior, Wis.

Post office address of operating office, Superior, Wis.

Officers and Directors.

OSHKOSH TRANSPORTATION CO. (OPERATED BY C. & N. W.).

OFFICERS.

Title.	Name.	Address.
President	Howard Morris	Milwaukee, Wis.
Secretary	E. G. Greenleaf	Milwaukee, Wis.
Treasurer	Howard Morris	Milwaukee, Wis.
General Solicitor, Attorney or Counsel..	Howard Morris	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Howard Morris	Milwaukee, Wis.	2d Monday, Jan., 1900.
E. B. Greenleaf	Milwaukee, Wis.	2d Monday, Jan., 1900.
Thos. H. Gill	Milwaukee, Wis.	2d Monday, Jan., 1900.

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of director, January 9, 1899.

Post office address of general office, Milwaukee, Wisconsin.

Officers and Directors.

PACKWAUKEE & MONTELLO RAILROAD COMPANY.**OFFICERS.**

Title.	Name.	Address.
President and Treasurer	Edwin H. Abbott ..	Boston, Mass.
Vice President and Ass't Treasurer.....	Frederick Abbott ..	Milwaukee, Wis.
Secretary	Howard Morris	Milwaukee, Wis.
Auditor	Root. Toombs	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Edwin H. Abbott	Cambridge, Mass.	October, 1899.
Chas. M. Morris	Milwaukee, Wis.	October, 1899.
E. B. Greenleaf	Milwaukee, Wis.	October, 1899.
Thos. H. Gill	Milwaukee, Wis.	October, 1899.
Howard Morris	Milwaukee, Wis.	October, 1899.

Total number of stockholders at date of last election, 7.
 Date of last meeting of stockholders for election of directors, October 27, 1897.
 Post office address of general office, Milwaukee, Wis.
 Post office address of operating office, Milwaukee, Wis.

Officers and Directors.

RICE LAKE, DALLAS & MENOMONIE.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board	George Fuller	Rice Lake, Wis.
President	George Fuller	Rice Lake, Wis.
Vice President	George M. Huss	Chicago, Ill.
Secretary and Treasurer	J. E. Horsman	Rice Lake, Wis.
Cashier and Auditor	Stuart J. Fuller	Rice Lake, Wis.
Chief Engineer	George M. Huss	Chicago, Ill.
General Solicitor	S. E. Hall	Chicago, Ill.
General Manager	George Fuller	Rice Lake, Wis.
Traffic Manager	George Fuller	Rice Lake, Wis.
Gen. Passenger and Ticket Agent.....	George Fuller	Rice Lake, Wis.
General Superintendent	George Fuller	Rice Lake, Wis.
Superintendent of Express	S. A. Davis	St. Paul, Minn.
General Baggage Agent	George Fuller	Rice Lake, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
George Fuller	Rice Lake, Wis.....	Till election of successor.
J. E. Horsman	Rice Lake, Wis.....	Till election of successor.
H. M. Temple	St. Paul, Minn.	Till election of successor.
Geo. M. Huss	Chicago, Ill.	Till election of successor.
B. U. Barbour	Cleveland, Ohio	Till election of successor.

Total number of stockholders at date of last election, 8.

Date of last meeting of stockholders for election of directors, May 6, 1899.

Post office address of general office, Rice Lake, Wis.

Post office address of operating office, Rice Lake, Wis.

Officers and Directors.

ST. CLOUD, GRANTSBURG & ASHLAND RAILROAD COMPANY.**OFFICERS.**

Title.	Name.	Address.
President	R. S. Hayes	New York, N. Y.
Vice President	A. B. Plough	St. Paul, Minn.
Secretary and Treasurer	A. V. Williams ...	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
R. S. Hayes	New York, N. Y.	June 5, 1900.
A. B. Plough	St. Paul, Minn.	June 5, 1900.
A. V. Williams	St. Paul, Minn.	June 5, 1900.
James Smith, Jr.	St. Paul, Minn.	June 5, 1900.
J. D. Armstrong	St. Paul, Minn.	June 5, 1900.
D. A. McKinlay	St. Paul, Minn.	June 5, 1900.
W. N. Schoff	St. Paul, Minn.	June 5, 1900.

Total number of stockholders at last election, 18.

Date of last meeting of stockholders for election of directors, June 6, 1899.

Post office address of general office, Grantsburg, Wis.

Post office address of operating office, St. Paul, Minn.

Officers and Directors.

WEST RANGE.

DIRECTORS.

Title.	Name.	Address.
President	Henry Sherry	Neenah, Wis.
Secretary, Treasurer and Gen. Manager	E. P. Sherry	Neenah, Wis.

Post office address of general office, Neenah, Wis.

Post office address of operating office, Mineral Lake, Wis.

ST. PAUL & DULUTH.

OFFICERS.

Title.	Name.	Address.
President	R. S. Hayes	New York, N. Y.
Vice President and General Manager...	A. B. Plough	St. Paul, Minn.
Secretary and Treasurer	A. V. Williams	St. Paul, Minn.
Asst. Treasurer and Asst. Secretary...	F. S. Rollins	New York, N. Y.
General Solicitors	Hadley & Armstrong	St. Paul, Minn.
Assistant Solicitor, &c.....	Jullan T. Davis	New York, N. Y.
Auditor	D. A. McKinlay	St. Paul, Minn.
General Freight Agent	W. W. Broughton	St. Paul, Minn.
General Passenger Agent	C. E. Stone	St. Paul, Minn.
General Superintendent	E. L. Brown	St. Paul, Minn.
Purchasing agent	W. N. Schoff	St. Paul, Minn.
Superintendent of Telegraph	J. B. Michaels	St. Paul, Minn.
Asst. Land Commissioner	W. P. Trowbridge	St. Paul, Minn.
Chief Engineer	C. J. A. Morris	St. Paul, Minn.
Advisory Counsel	James Smith, Jr.	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
John L. Ricker	New York, N. Y.	October 12, 1899.
A. B. Plough	St. Paul, Minn.	October 12, 1899.
R. S. Hayes	New York, N. Y.	October 11, 1900.
Thomas Denny	New York, N. Y.	October 11, 1900.
W. R. Merriam	St. Paul, Minn.	October 11, 1900.
G. G. Haven, Jr.	New York, N. Y.	October 10, 1901.
C. S. Day	New York, N. Y.	October 10, 1901.
A. H. Stevens	New York, N. Y.	October 10, 1901.

Total number of stockholders at date of last election, 1141.

Date of last meeting of stockholders for election of directors, October 13, 1898.

Post office address of general office, St. Paul, Minn.

Post office address of operating office, St. Paul, Minn.

Officers and Directors.

WINONA BRIDGE R'Y CO.

OFFICERS.

Title.	Name.	Address.
President	M. G. Norton	Winona, Minn.
Vice President	J. A. Jordan	Green Bay, Wis.
Secretary	H. W. Weiss	Chicago, Ill.
Treasurer	H. W. Lamberton	Winona, Minn.
Assistant Secretary	Thomas Simpson	Winona, Minn.
Chief Engineer	S. D. Purdy	La Crosse, Wis.
General Solicitor, Attorney or Counsel..	Thomas Simpson	Winona, Minn.
Division Superintendent	D. Cunningham	La Crosse, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Mark T. Cox	New York, N. Y. .	July, 6, 1900.
J. A. Jordan	Green Bay, Wis. .	July, 6, 1900.
S. S. Palmer	New York, N. Y. .	July, 6, 1900.
Geo. B. Harris	Chicago, Ill.	July, 6, 1900.
J. C. Peasley	Chicago, Ill.	July, 6, 1900.
M. G. Norton	Winona, Minn.	July, 6, 1900.
H. W. Lamberton	Winona, Minn.	July, 6, 1900.
V. Simpson	Winona, Minn.	July, 6, 1900.
Daniel Cunningham	St. Paul, Minn.	July, 6, 1900.

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, June 7, 1899.

Post office address of general office, Winona, Minn.

Post office address of operating office, Winona, Minn.

Officers and Directors.

WISCONSIN & MICHIGAN.

OFFICERS.

Title.	Name.	Address.
President	S. M. Fisher	Chicago, Ill.
Vice President	J. J. Coleman	Chicago, Ill.
Treasurer	S. M. Fisher	Chicago, Ill.
Chief Engineer	B. C. Gowen	Peshtigo, Wis.
Comptroller	W. H. Howe	Peshtigo, Wis.
General Manager	J. J. Coleman	Chicago, Ill.
Superintendent of Telegraph	T. E. Corrigan	Peshtigo, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. M. Fisher	Chicago, Ill.	Jan. 18, 1899.
J. N. Falthorn	Chicago, Ill.	Jan. 18, 1899.
J. Carnes	Chicago, Ill.	Jan. 18, 1899.
J. J. Coleman	Chicago, Ill.	Jan. 18, 1899.

Total number of stockholders at date of last election, 46.

Date of last meeting of stockholders for election of directors, Jan. 21.

Post office address of general office, Chicago, Ill.

Post office address of operating office, Peshtigo, Wis.

Officers and Directors.

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WHITCOMB & MORRIS.

OFFICERS.

Title.	Name.	Address.
President	J. H. Jenkins	Oshkosh, Wis.
Vice President	D. C. Buckstaff	Oshkosh, Wis.
Secretary and Treasurer	H. J. Sprague	Morris, Wis.
General Manager	H. J. Sprague	Morris, Wis.

OFFICERS.

Name.	Address.	Expiration of Term.
H. J. Sprague	Morris, Wis. ....	.....
J. H. Jenkins	Oshkosh, Wis. ....	.....
Chas. Barber	Oshkosh, Wis. ....	.....
D. C. Buckstaff	Oshkosh, Wis. ....	.....

Total number of stockholders at date of last election, 4.

Date of last meeting of stockholders for election of directors, June 23, 1899.

Post office address of general office, Morris, Wis.

Post office address of operating office, Morris, Wis.

Officers and Directors.

WISCONSIN CENTRAL.

DIRECTORS.

Title.	Name.	Address.
Receiver	H. F. Whitcomb	Milwaukee, Wis.
Receiver	Howard Morris	Milwaukee, Wis.
President	Edwin H. Abbott	Boston, Mass.
Secretary	Howard Morris	Milwaukee, Wis.
Assistant Treasurer	Frederick Abbott	Milwaukee, Wis.
General Solicitor	Howard Morris	Milwaukee, Wis.
Attorney	Thomas H. Gill	Milwaukee, Wis.
Auditor	Robt. Toombs	Milwaukee, Wis.
General Manager	H. F. Whitcomb	Milwaukee, Wis.
General Passenger Agent	J. C. Pond	Milwaukee, Wis.
General Superintendent	S. J. Collins	Milwaukee, Wis.
Division Superintendent	F. H. Marsh	Waukesha, Wis.
Division Superintendent	A. R. Horn	Stevens Point, Wis.
Superintendent of Telegraph	P. W. Drew	Milwaukee, Wis.
Land Commissioner	Frederick Abbott	Milwaukee, Wis.
Cashier	W. R. Hancock	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Isaac O. Chick	Boston, Mass.	May, 1900.
Robt. O. Fuller	Boston, Mass.	May, 1900.
Edwin H. Abbott	Cambridge, Mass. ..	May, 1900.
Howard Morris	Milwaukee, Wis.	May, 1901.
R. G. Hazard	Peace Dale, R. I. ..	May, 1901.
H. G. Vaughan	Boston, Mass.	May, 1901.
Charles R. Batt	Boston, Mass.	May, 1902.
J. H. Wellman	Boston, Mass.	May, 1902.
G. R. Brackett	Boston, Mass.	May, 1902.

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, May 25, 1899.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

Officers and Directors.

WISCONSIN CENTRAL.

OFFICERS.

Title.	Name.	Address.
Receiver	H. F. Whitcomb ..	Milwaukee, Wis.
Receiver	Howard Morris	Milwaukee, Wis.
President	A. H. Hardy	Boston, Mass.
Vice President	Frederick Abbott ..	Milwaukee, Wis.
Secretary	Howard Morris	Milwaukee, Wis.
Cashier	W. R. Hancock	Milwaukee, Wis.
Chief Engineer	Robt. B. Tweedy	Milwaukee, Wis.
General Solicitor	Howard Morris	Milwaukee, Wis.
Comptroller	Robt. Toombs	Milwaukee, Wis.
Assistant Secretary	J. H. Wellman	Boston, Mass.
General Manager	H. F. Whitcomb	Milwaukee, Wis.
General Freight Agent	Burton Johnson	Milwaukee, Wis.
Asst. General Freight Agent	C. E. Wilcox	Milwaukee, Wis.
Asst. General Freight Agent	J. S. Talbot	Milwaukee, Wis.
General Passenger Agent	James C. Pond	Milwaukee, Wis.
General Superintendent	S. J. Collins	Milwaukee, Wis.
Division Superintendent	T. H. Marsh	Waukesha, Wis.
Division Superintendent	A. R. Horn	Stevens Point, Wis.
Superintendent of Telegraph	P. W. Drew	Milwaukee, Wis.
Car Service Agent	H. G. Earl	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Howard Morris	Milwaukee, Wis. ..	October, 1899.
Henry F. Whitcomb	Milwaukee, Wis. ..	October, 1899.
R. G. Hazard	Peace Dale, R. I. ..	October, 1899.
Henry Sawyer	Boston, Mass.	October, 1899.
Alpheus Hardy	Boston, Mass.	October, 1900.
Chas. R. Batt	Boston, Mass.	October, 1900.
J. H. Wellman	Boston, Mass.	October, 1900.
Geo. R. Brackett	Boston, Mass.	October, 1900.
Frederick Abbott	Milwaukee, Wis.	October, 1901.
Geo. W. Johnson	Greenfield, Mass.	October, 1901.
E. B. Greenleaf	Milwaukee, Wis.	October, 1901.
Henry Mitchell	Boston, Mass.	October, 1901.

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, Oct. 26, 1898.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

WALHBURN, BAYFIELD AND IRON RIVER RAILWAY
COMPANY.

OFFICERS.

Title.	Name.	Address.
Receiver	E. B. Lincoln	Washburn



WISCONSIN CENTRAL RAILWAY—DEPOT AT WAUKESHA,

Officers and Directors.

OFFICERS AND DIRECTORS, 1900.

ABBOTSFORD & NORTHEASTERN.

OFFICERS.

Title.	Name.	Address.
President and General Manager.....	Fred Rietbrock.....	Milwaukee, Wis.
Vice President and General Solicitor....	L. W. Halsey.....	Milwaukee, Wis.
Secretary	Thos. H. Gill.....	Milwaukee, Wis.
Treasurer and Auditor.....	A. C. Rietbrock....	Milwaukee, Wis.
General Superintendent.....	Wm. L. Erbach....	Athens, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Fred Rietbrock.....	Milwaukee, Wis.....	Last Thurs. of May, 1901.
L. W. Halsey.....	Milwaukee, Wis.....	Last Thurs. of May, 1901.
Thos. H. Gill.....	Milwaukee, Wis.....	Last Thurs. of May, 1901.
A. C. Rietbrock.....	Milwaukee, Wis.....	Last Thurs. of May, 1901.
Wm. L. Erbach.....	Athens, Wis.....	Last Thurs. of May, 1901.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, May, 31, 1900.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Milwaukee, Wis.

Officers and Directors.

AHNAPEE & WESTERN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board, President and Treasurer	E. Decker.....	Sturgeon Bay, Wis. Sturgeon Bay, Wis. Sturgeon Bay, Wis.
1st Vice President, Gen. Manager, etc..	David Decker.....	
Secretary	E. Decker, Jr.....	

DIRECTORS.

Name.	Address.	Expiration of Term.
E. Decker.....	Algoma, Wis.....	Until successor is chosen.
E. Decker, Jr.....	Algoma, Wis.....	Until successor is chosen.
M. C. Haney.....	Algoma, Wis.....	Until successor is chosen.
David Decker.....	Sturgeon Bay, Wis.	Until successor is chosen.
L. M. Washburn.....	Sturgeon Bay, Wis.	Until successor is chosen.
Nathan Decker.....	Sturgeon Bay, Wis.	Until successor is chosen.
S. W. Champlon.....	Green Bay, Wis....	Until successor is chosen.

Total number of stockholders at date of last election. 14.

Date of last meeting of stockholders for election of directors, Sept. 15, 1898.

Post office address of general and operating offices, Sturgeon Bay, Wis.

Officers and Directors.

BIG FALLS R'Y CO.

OFFICERS.

Title.	Name.	Address.
President	J. H. Wall.....	Oshkosh, Wis.
Vice President.....	J. A. Spalding.....	Oshkosh, Wis.
Secretary and Treasurer.....	T. R. Wall.....	Oshkosh, Wis.
General Solicitor.....	H. B. Harshaw.....	Oshkosh, Wis.

DIRECTORS.

Name.	Expiration of Term.	Address.
J. H. Wall.....	One year or until successor is elected.	Oshkosh, Wis...
S. M. Wall.....	One year or until successor is elected.	Oshkosh, Wis...
T. R. Wall.....	One year or until successor is elected.	Oshkosh, Wis...
J. A. Spaulding.....	One year or until successor is elected.	Oshkosh, Wis...
H. B. Harshaw.....	One year or until successor is elected.	Oshkosh, Wis...

Total numbers of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, Aug. 21, 1895.

Post office address of operating and general offices, Oshkosh, Wis.

Officers and Directors.

BAYFIELD TRANSFER RAILWAY COMPANY.**OFFICERS.**

Title.	Name.	Address.
President and Treasurer.....	W. F. Dalrymple.....	Bayfield, Wis.
Vice President and General Solicitor....	Geo. H. Noyes.....	Milwaukee, Wis.
Secretary and General Manager.....	H. C. Hale.....	Bayfield, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. F. Dalrymple.....	Bayfield, Wis.....	June 1, 1901.
Geo. H. Noyes.....	Milwaukee, Wis. ...	June 1, 1901.
H. C. Hale.....	Bayfield, Wis.....	June 1, 1901.
F. W. Dockery.....	Milwaukee, Wis.....	June 25, 1902.
B. K. Miller, Jr.	Milwaukee, Wis.....	June 25, 1902.

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, June 25, 1900.

Post office address of general and operating offices, Bayfield, Wis.

Officers and Directors.

CHICAGO, MILWAUKEE & ST. PAUL.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	Roswell Miller.....	New York, N. Y.
President.....	A. J. Earling.....	Chicago, Ill.
Vice President.....	F. S. Bond.....	New York, N. Y.
3rd Vice President.....	A. C. Bird.....	Chicago, Ill.
Secretary.....	P. M. Meyers.....	Milwaukee, Wis.
Treasurer.....	F. G. Ranney.....	Chicago, Ill.
Assistant Treasurer.....	John McNab.....	Chicago, Ill.
Chief Engineer.....	D. J. Whittemore.....	Chicago, Ill.
General Counsel.....	George R. Peck.....	Chicago, Ill.
Solicitor.....	Burton Hansen.....	Chicago, Ill.
Comptroller.....	E. G. Sewall.....	Chicago, Ill.
General Auditor.....	W. N. D. Winnie.....	Chicago, Ill.
General Manager.....	H. R. Williams.....	Chicago, Ill.
Traffic Manager.....	J. H. Hilland.....	Chicago, Ill.
General Passenger and Ticket Agent.....	G. H. Heafford.....	Chicago, Ill.
Asst. Passenger and Ticket Agent.....	G. S. Marsh.....	Chicago, Ill.
General Superintendent.....	W. J. Underwood.....	Chicago, Ill.
Division Superintendents.....	17 in number.....	Chicago, Ill.
Superintendent of Telegraph.....	U. J. Fry.....	Milwaukee, Wis.
General Baggage Agent.....	W. D. Garrick.....	Milwaukee, Wis.
Land Commissioner.....	H. G. Haugan.....	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
P. D. Armour.....	Chicago Ill.....	September, 1900.
August Belmont.....	New York, N. Y.....	September, 1900.
Frank S. Bond.....	New York, N. Y.....	September, 1900.
A. J. Earling.....	Chicago Ill.....	September, 1900.
Peter Geddes.....	New York, N. Y.....	September, 1900.
Charles W. Harkness.....	New York, N. Y.....	September, 1900.
Frederick Layton.....	Milwaukee, Wis.....	September, 1900.
Joseph Milbank.....	New York, N. Y.....	September, 1900.
Roswell Miller.....	New York, N. Y.....	September, 1900.
William Rockefeller.....	New York, N. Y.....	September, 1900.
Samuel Spencer.....	New York, N. Y.....	September, 1900.
A. Van Santvoord.....	New York, N. Y.....	September, 1900.

Total number of stockholders at date of last election, 5,464.

Date of last meeting of stockholders for election of directors, Sept. 23, 1899.

Post office address of operating and general offices, Chicago, Ill.

Officers and Directors.

CHICAGO & NORTHWESTERN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	Albert Keep.....	Chicago, Ill.
President	Marvin Hughitt.....	Chicago, Ill.
Vice President and Secretary....	M. L. Sykes.....	New York, N. Y.
2nd Vice President.....	Marshall M. Kirkman....	Chicago, Ill.
3rd Vice President.....	H. R. McCullough.....	Chicago, Ill.
Treasurer	S. O. Howe.....	New York, N. Y.
Chief Engineer	E. C. Carter.....	Chicago, Ill.
General Counsel.....	L. W. Bowers.....	Chicago, Ill.
Auditor	J. H. Redfield.....	Chicago, Ill.
General Manager.....	W. A. Gardner.....	Chicago, Ill.
Traffic Manager.....	M. Hughitt, Jr.....	Chicago, Ill.
General Passenger Agent.....	Warren R. Kniskern.....	Chicago, Ill.
General Superintendents.....	R. H. Aishton.....	Chicago, Ill.
Division Superintendents.....	Thomas A. Lawson.....	Chicago, Ill.
(Wisconsin Lines)	W. E. Morse.....	Chicago, Ill.
	W. B. Linsley.....	Escanaba, Mich.
	Robert A. Cowan.....	Baraboo, Wis.
	Chas. H. Hartley.....	Kaukauna, Wis.
Superintendent of Telegraph.....	G. H. Thayer.....	Chicago, Ill.
General Baggage Agent.....	N. A. Phillips.....	Chicago, Ill.
Land Commissioner.....	J. F. Cleveland.....	Chicago, Ill.

DIRECTORS.

Name.	Address.	Expiration of Term.
Olive Ames.....	Boston, Mass.....	June, 1901.
Zenas Crane.....	Dalton, Mass.....	June, 1901.
James Stillman.....	New York, N. Y.....	June, 1901.
Marvin Hughitt.....	Chicago, Ill.....	June, 1901.
N. K. Fairbank.....	Chicago, Ill.....	June, 1901.
Byron H. Smith.....	Chicago, Ill.....	June, 1902.
Cyrus H. McCormick.....	Chicago, Ill.....	June, 1902.
F. W. Vanderbilt.....	New York, N. Y.....	June, 1902.
W. K. Vanderbilt.....	New York, N. Y.....	June, 1902.
H. McK. Twombly.....	New York, N. Y.....	June, 1902.
Marshall Field.....	Chicago, Ill.....	June, 1902.
David C. Kimball.....	Boston, Mass.....	June, 1903.
Chauncey M. Depew.....	New York, N. Y.....	June, 1903.
Samuel F. Barger.....	New York, N. Y.....	June, 1903.
Albert Keep.....	Lake Geneva, Wis.....	June, 1903.
M. L. Sykes.....	New York, N. Y.....	June, 1903.
James C. Fargo.....	New York, N. Y.....	June, 1903.

Total number of stockholders for election of directors, 4,492.

Date of last meeting of stockholders for election of directors, June 7, 1900.

Post office address of general offices, Chicago and New York.

Post office address of operating office, Chicago, Ill.

Officers and Directors.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

OFFICERS.

Title.	Name.	Address.
President	Marvin Hughitt.....	Chicago, Ill.
1st Vice Pres. and Asst. Secy.....	Martin L. Sykes.....	New York, N. Y.
2nd Vice Pres. and Gen. Tr. Mgr.....	James T. Clark.....	St. Paul, Minn.
Secretary	E. E. Woodman.....	Hudson, Wis.
Treas. and 2nd Asst. Secy.....	S. O. Howe.....	New York, N. Y.
Asst. Treas. and 3rd Asst. Secy.....	R. H. Williams.....	New York, N.Y.
Chief Engineer.....	C. W. Johnson.....	St. Paul, Minn.
General Counsel.....	Thomas Wilson.....	St. Paul, Minn.
General Attorney.....	Pierce Butler.....	St. Paul, Minn.
Comptroller	L. A. Robinson.....	Chicago, Ill.
Auditor of Expenditures.....	W. H. Bennett.....	St. Paul, Minn.
Local Treasurer.....	Chas. P. Nash.....	St. Paul, Minn.
General Manager.....	W. A. Scott.....	St. Paul, Minn.
Gen. Freight Agent.....	H. M. Pearce.....	St. Paul, Minn.
Asst. Gen. Freight Agent.....	E. B. Ober.....	St. Paul, Minn.
General Passenger Agent.....	T. W. Tensdale.....	St. Paul, Minn.
Asst. Gen. Passenger Agent.....	G. H. Mac Rae.....	St. Paul, Minn.
General Superintendent.....	A. W. Trenholm.....	St. Paul, Minn.
Division Superintendents.....	L. F. Sinker.....	St. Paul, Minn.
	W. C. Winter.....	Itaska, Wis.
	H. Spencer.....	St. James, Minn.
	S. G. Strickland.....	Omaha, Neb.
Purchasing Agent.....	Isaac Sedden.....	St. Paul, Minn.
Superintendent of Telegraph.....	H. C. Hlope.....	St. Paul, Minn.
General Baggage Agent.....	E. F. Woode.....	St. Paul, Minn.
Car Accountant.....	A. Drezmal.....	St. Paul, Minn.
General Claim Agent.....	E. L. Poole.....	St. Paul, Minn.
Land Commissioner.....	G. W. Bell.....	Hudson, Wis.

OFFICERS.

Name.	Address.	Expiration of Term.
F. W. Vanderbilt.....	New York, N. Y.....	June, 1901.
Wm. K. Vanderbilt.....	New York, N. Y.....	June, 1901.
Albert Keep.....	Lake Geneva, Wis.....	June, 1901.
H. McK. Twombly.....	New York, N. Y.....	June, 1901.
Marvin Hughitt.....	Chicago, Ill.....	June, 1902.
Byron L. Smith.....	Chicago, Ill.....	June, 1902.
Chauncey M. Depew.....	New York, N. Y.....	June, 1902.
David P. Kimball.....	Boston, Mass.....	June, 1902.
Horace G. Burt.....	Omaha, Neb.....	June, 1902.
Martin L. Sykes.....	New York, N. Y.....	June, 1903.
Thomas Wilson.....	St. Paul, Minn.....	June, 1903.
John M. Whitman.....	Chicago, Ill.....	June, 1903.
John A. Humbird.....	St. Paul, Minn.....	June, 1903.

Total number of stockholders at date of last election, 1,087.

Date of last meeting of stockholders for election of directors, June 9, 1900.

Post office address of general and operating offices, St. Paul, Minn.

Officers and Directors.

CHICAGO, BURLINGTON & QUINCY.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	F. H. Hummewell..	Boston, Mass.
President.....	C. E. Perkins.....	Burlington, Ia.
Vice President.....	J. C. Peasley.....	Chicago, Ill.
Vice President.....	Geo. B. Harris.....	Chicago, Ill.
Secretary.....	T. S. Howland.....	Boston, Mass.
Treasurer.....	J. C. Peasley.....	Chicago, Ill.
Chief Engineer.....	W. L. Breckinridge	Chicago, Ill.
General Solicitor.....	J. W. Blythe.....	Burlington, Ia.
General Solicitor.....	C. F. Manderson.....	Omaha, Neb.
Attorney.....	J. W. Losey.....	La Crosse, Wis.
General Auditor.....	C. I. Sturgis.....	Chicago, Ill.
General Manager.....	W. C. Brown.....	Chicago, Ill.
General Freight Agent.....	Thos. Miller.....	Chicago, Ill.
Asst. Gen. Frt. Agents.....	W. B. Hamblin.....	Chicago, Ill.
	E. R. Puffer.....	Chicago, Ill.
Asst. Gen. Frt. and Pass. Agt.....	Geo. P. Lyman.....	St. Paul, Minn.
Gen. Pass. and Frt. Agent.....	P. J. Eustis.....	Chicago, Ill.
Asst. Gen. Pass. and Ticket Agt.....	W. A. Lalor.....	Chicago, Ill.
General Superintendent.....	J. D. Besler.....	Chicago, Ill.
Division Superintendent.....	D. Cunningham.....	La Crosse, Wis.
Superintendent of Telegraph.....	W. Ryder.....	Chicago, Ill.
General Baggage Agent.....	E. A. Ladd.....	Chicago, Ill.
Land Commissioner.....	W. W. Baldwin.....	Burlington, Ia.

DIRECTORS.

Name.	Address.	Expiration of Term.
F. W. Hummewell.....	Boston, Mass.....	Nov. 7, 1900.
Nathaniel Thayer.....	Boston, Mass.....	Nov. 7, 1900.
Chas. J. Paine.....	Boston, Mass.....	Nov. 7, 1900.
Chas. E. Perkins.....	Burlington, Ia.....	Nov. 7, 1900.
T. J. Coolidge.....	Manchester, Mass.....	Nov. 7, 1900.
Geo. P. Gardner.....	Boston, Mass.....	Nov. 7, 1900.
Wm. Endicott, Jr.....	Boston, Mass.....	Nov. 7, 1900.
Richard Olney.....	Boston, Mass.....	Nov. 7, 1900.
Edw. W. Hooper.....	Boston, Mass.....	Nov. 7, 1900.
Jas. H. Smith.....	New York, N. Y.....	Nov. 7, 1900.
J. Malcolm Forbes.....	Boston, Mass.....	Nov. 7, 1900.

Total number of stockholders at date of last election. 13,081.

Date of last meeting of stockholders for election of directors, Nov. 1, 1899.

Post office address of general and operating office, Chicago, Ill.



CHICAGO, BURLINGTON & QUINCY—GENERAL OFFICE CHICAGO.

Officers and Directors.

CHICAGO, LAKE SHORE & EASTERN.

OFFICERS.

Title.	Name.	Address.
President and Gen. Manager.....	C. H. Ackert.....	Chicago, Ill.
Secretary and Treasurer.....	F. D. Raymond.....	Chicago, Ill.
Chief Engineer.....	R. E. Orr.....	Joliet, Ill.
General Counsel.....	K. K. Knapp.....	Chicago, Ill.
	W. D. Hayne.....	
Auditor.....	F. W. Sutton.....	Chicago, Ill.
Traffic Manager.....	A. F. Banks.....	Chicago, Ill.
Assistant Traffic Manager.....	E. E. Larned.....	Chicago, Ill.
General Superintendent.....	C. S. McManus.....	Joliet, Ill.
Superintendent.....	A. H. Westfall.....	South Chicago, Ill.
Division Superintendent.....	L. W. McManace.....	Bay View, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
C. H. Ackert.....	Chicago, Ill.....	June, 1901.
C. P. Coffin.....	Chicago, Ill.....	June, 1901.
E. Shearson.....	New York, N. Y.....	June, 1901.
D. H. Bacon.....	New York, N. Y.....	June, 1901.
E. J. Gary.....	New York, N. Y.....	June, 1901.
W. L. Brown.....	Chicago, Ill.....	June, 1901.
F. D. Raymond.....	Chicago, Ill.....	June, 1901.

Total number of stockholders at date of last election, 12.

Date of last meeting of stockholders for election of directors, second Wednesday in June, 1900.

Post office address of general office, Chicago, Ill.

Post office address of operating office, Joliet, Ill.

Officers and Directors.

CHICAGO & LAKE SUPERIOR.

OFFICERS.

Title.	Name.	Address.
President	George Dow.....	Cambridge, Wis.
Vice President	A. H. Hadfield.....	Chicago, Ill.
Secretary and General Counsel.....	Charles Friend.....	Milwaukee, Wis.
Treasurer	Robe Dow.....	Stoughton, Wis.
Auditor	James P. Brown.....	Milwaukee, Wis.
General Manager and Passenger Agent.	Henry Herman.....	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
George Dow.....	Cambridge, Wis..	Until successor is appointed.
George Dow, Jr.....	Madison, Wis.....	Until successor is appointed.
Robe Dow.....	Stoughton, Wis..	Until successor is appointed.
Henry Herman.....	Milwaukee, Wis..	Until successor is appointed.
Charles Friend.....	Milwaukee, Wis..	Until successor is appointed.
A. H. Hadfield.....	Chicago, Ill.....	Until successor is appointed.
A. C. Amundson.....	Cambridge, Wis..	Until successor is appointed.

Date of stockholders at date of last election, 7.

Date of last meeting of stockholders for election of directors, —.

Post office address of general and operating offices, Milwaukee, Wis.

Officers and Directors.

CHICAGO, MADISON & NORTHERN (OPERATED BY ILLINOIS
CENTRAL).

OFFICERS.

Title.	Name.	Address.
President	Stuyvesant Fish...	New York, N. Y.
Vice President	J. C. Welling.....	Chicago, Ill.
Secretary	W. G. Bruen.....	Chicago, Ill.
Treasurer	E. T. H. Gibson...	New York, N. Y.

DIRECTORS.

Name.	Address.	Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1900.
B. F. Ayer.....	Chicago, Ill.....	October, 1900.
W. G. Bruen.....	Chicago, Ill.....	October, 1900.
J. C. Welling.....	Chicago, Ill.....	October, 1901.
J. T. Harahan.....	Chicago, Ill.....	October, 1901.

Total number of stockholders at date of last meeting. 6.

Date of last meeting of stockholders for election of directors, October 10, 1899.

Post office address of general and operating office, Central Station, Chicago, Ill.

Officers and Directors.

CHIPPEWA RIVER & MENOMONIE.

OFFICERS.

Title.	Name.	Address.
President	F. Weyerhauser....	Chippewa Falls, Wis.
Vice President	O. H. Ingram.....	Chippewa Falls, Wis.
Secretary and General Supt.....	Wm. Irvine.....	Chippewa Falls, Wis.
Treasurer	W. G. Norton.....	Chippewa Falls, Wis.
Auditor	James Ritchie.....	Chippewa Falls, Wis.
General Manager.....	H. G. Chichester...	Chippewa Falls, Wis.
Division Superintendent.....	John Dunlavy.....	Chippewa Falls, Wis.

DIRECTORS.

Name.	Address.	Expiration of term.
F. Weyerhauser	St. Paul, Minn.	June 5, 1901.
O. H. Ingram	Eau Claire, Wis.....	June 5, 1901.
M. G. Norton	Winona, Minn.	June 5, 1901.
W. A. Rust	Eau Claire, Wis.....	June 5, 1901.
Wm. Irvine	Chippewa Falls, Wis.	June 5, 1901.

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, June 15, 1900.

Post office address of general office, Chippewa Falls, Wis.

Post office address of operating office, Apollonia, Wis.

*Officers and Directors.***DRUMMOND & SOUTH WESTERN.****OFFICERS.**

Title.	Name.	Address.
President	F. W. Gilchrist.....	Alpena, Mich.
Vice President	A. J. Rust.....	Eau Claire, Wis.
Secretary and Treasurer.....	Frank H. Drummond.	Drummons, Wis.
General Manager.....	Frank H. Drummond.	Drummons, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
F. W. Gilchrist.....	Alpena, Mich.....	Unlimited.
Frank H. Drummond.....	Drummond, Wis.....	Unlimited.
Jno. S. Owen.....	Eau Claire, Wis.....	Unlimited.
A. J. Rust.....	Eau Claire, Wis.....	Unlimited.
W. A. Rust.....	Eau Claire, Wis.....	Unlimited.

*Officers and Directors.***DULUTH, SOUTH SHORE & ATLANTIC.****OFFICERS.**

Title.	Name.	Address.
President	Gen. Samuel Thomas..	New York, N. Y.
1st Vice President.....	Thos. G. Shaughnessy..	Montreal, Que.
2nd Vice President and Gen. Mgr..	Wm. T. Fitch.....	Marquette, Mich.
Secretary and Assistant Treasurer.	Geo. H. Church.....	New York, N. Y.
Treasurer	E. W. Allen.....	Marquette, Mich.
General Attorney.....	A. B. Eldridge.....	Marquette, Mich.
Attorney	A. E. Miller	Marquette, Mich.
Auditor	A. E. Delf	Marquette, Mich.
Chief Engineer.....	H. J. Payne.....	Marquette, Mich.
General Freight Agent.....	Wm. Orr.....	Marquette, Mich.
Assistant Freight Agent.....	W. W. Walker.....	Duluth, Minn.
General Passenger Agent.....	Geo. W. Hibbard.....	Marquette, Mich.
Assistant General Passenger Agent.	T. H. Larke.....	Duluth, Minn.
General Superintendent.....	C. E. Lytle.....	Marquette, Mich.
Assistant Superintendent.....	A. M. Sunderland.....	Thomaston, Mich.
Assistant Superintendent.....	T. W. Smith.....	Marquette, Mich.
Land Commissioner.....	E. W. McPherran.....	Marquette, Mich.

Number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, June 6, 1900.

Post office address of general and operating office, Drummond, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Gen. Samuel Thomas.....	New York, N. Y.	June 7, 1901.
Sir W. C. Van Horne.....	Montreal, Que.....	June 7, 1901.
Thos. G. Shaughnessy.....	Montreal, Que.....	June 7, 1901.
R. B. Angus.....	Montreal, Que.....	June 7, 1901.
Rt. Hon. Lord Strathcona and Mount Royal	London, England.	June 7, 1901.
John W. Sterling.....	New York, N. Y.	June 7, 1901.
Thos. W. Pearsall.....	New York, N. Y.	June 7, 1901.
R. Y. Hebdon.....	New York, N. Y.	June 7, 1901.
Geo. H. Church.....	New York, N. Y.	June 7, 1901.
James O. Bloss.....	New York, N. Y.	June 7, 1901.
Wm. T. Fitch.....	Marquette, Mich.	June 7, 1901.

Total number of stockholders at date of last election, 350.

Date of last meeting of stockholders for election of directors, June 7, 1900.

Post office address of general and operating offices, Marquette, Mich.

Officers and Directors.

DULUTH, SUPERIOR & WESTERN TERMINAL CO.

OFFICERS.

Title.	Name.	Address.
President	D. M. Philbin.....	West Superior, Wis.
Vice President	J. A. Murphy.....	West Superior, Wis.
Secretary	J. H. Gruber.....	Duluth, Minn.
Treasury	E. Sawyer.....	St. Paul, Minn.
Auditor	R. I. Farrington.	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
D. M. Philbin.....	West Superior, Wis...	When successor elected.
J. A. Murphy.....	West Superior, Wis...	When successor elected.
R. I. Farrington.....	St. Paul, Minn.....	When successor elected.
J. H. Gruber.....	Duluth, Minn.....	When successor elected.
Edward Sawyer.....	St. Paul, Minn.....	When successor elected.

Number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, Dec. 21, 1899.

Post office address of general office, Duluth, Minn.

Post office address of operating office, West Superior, Wis.

*Officers and Directors.***DUNBAR & WAUSAUKEE.****OFFICERS.**

Title.	Name.	Address.
President	W. C. Culbertson..	Girard, Pa.
Vice President	T. W. Wells.....	Menomonie, Mich.
Secretary and Treasurer.....	T. A. Culbertson..	Menomonie, Mich.
Comptroller	J. L. Wells.....	Dunbar, Wis.
Superintendent	A. C. Wells.....	Dunbar, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. C. Culbertson.....	Girard, Pa.....	When successor elected.
T. W. Wells.....	Menomonie, Mich....	When successor elected.
J. A. Culbertson.....	Menomonie, Mich....	When successor elected.

Total number of stockholders at date of last election, 4.
Date of last meeting of stockholders for election of directors—original.
Post office address of general office, Menomonie, Mich.
Post office address of operating office, Dunbar, Wis.

Officers and Directors.

EASTERN RAILWAY CO. OF MINNESOTA.

OFFICERS.

Title.	Name.	Address.
President	Samuel Hill.....	Minneapolis, Minn.
Vice President.....	L. W. Hill.....	Duluth, Minn.
2nd Vice President and Superintendent	D. M. Philbin.....	West Superior, Wis.
Secretary and Treasurer.....	E. Sawyer.....	St. Paul, Minn.
Chief Engineer.....	John F. Stevens..	St. Paul, Minn.
General Solicitor.....	M. D. Grover.....	St. Paul, Minn.
Attorney	J. A. Murphy.....	West Superior, Wis.
Comptroller	R. I. Farrington..	St. Paul, Minn.
Assistant Comptroller.....	J. G. Drew.....	St. Paul, Minn.
General Auditor.....	J. L. Cramer.....	St. Paul, Minn.
General Freight Agent.....	J. C. Eden.....	St. Paul, Minn.
General Passenger and Ticket Agent..	F. I. Whitney.....	St. Paul, Minn.
Superintendent of Telegraph.....	E. J. Little.....	St. Paul, Minn.
General Baggage Agent.....	S. A. Smart.....	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
Samuel Hill.....	Minneapolis, Minn...	When successor elected.
L. W. Hill.....	Duluth, Minn.....	When successor elected.
Edward Sawyer.....	St. Paul, Minn.....	When successor elected.
M. D. Grover.....	St. Paul, Minn.....	When successor elected.
D. M. Philbin.....	West Superior, Wis.	When successor elected.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, October 14, 1899.

Post office address of general and operating offices, St. Paul, Minn.

Officers and Directors.

FAIRCHILD & NORTH EASTERN.

OFFICERS.

Title.	Name.	Address.
President and General Manager.....	N. C. Foster.....	Fairchild, Wis.
Vice President.....	E. J. Foster.....	Fairchild, Wis.
Secretary and Treasurer.....	G. A. Foster.....	Fairchild, Wis.
Auditor and Traffic Manager.....	Jno. T. Fatzinger.....	Fairchild, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
N. C. Foster.....	Fairchild, Wis.....	Until successor elected.
E. M. Foster.....	Fairchild, Wis.....	Until successor elected.
G. A. Foster.....	Fairchild, Wis.....	Until successor elected.
E. J. Foster.....	Fairchild, Wis.....	Until successor elected.
W. Foster.....	Fairchild, Wis.....	Until successor elected.

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors, July 7, 1898.

Post office address of general and operating offices, Fairchild, Wis.

*Officers and Directors.***GREEN BAY & WESTERN.****OFFICERS.**

Title.	Name.	Address.
Chairman of the Board and President....	S. S. Palmer.....	New York, N. Y.
Vice President and General Manager....	J. A. Jordan.....	Green Bay, Wis.
Secretary and Treasurer.....	Mark T. Cox.....	New York, N. Y.
General Auditor.....	J. C. Thurman.....	Green Bay, Wis.
Gen. Pass. and Ticket Agt. and Baggage Agent	J. B. Last.....	Green Bay, Wis.
Superintendent	F. B. Seymour.....	Green Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. S. Palmer.....	Princeton, N. J.....	March 8, 1901.
C. L. Blair.....	New York, N. Y.....	March 8, 1901.
Wm. Jay Hunt.....	New York, N. Y.....	March 8, 1901.
Mark T. Cox.....	Morristown, N. J.....	March 8, 1901.
J. A. Jordan.....	Green Bay, Wis.....	March 8, 1901.

Total number of stockholders at date of last election, 157.

Date of last meeting of stockholders for election of directors, March 8, 1900.

Post office address of general and operating office, Green Bay, Wis.

*Officers and Directors.***HAWTHORNE, NEBAGAMON & SUPERIOR.****OFFICERS.**

Title.	Name.	Address.
Chairman of the Board and Pres.	E. Rutledge.....	Chippewa Falls, Wis.
Vice President.....	F. Weyerhauser....	St. Paul, Minn.
Secretary and Treasurer.....	E. L. Alusworth....	Chippewa Falls, Wis.
Auditor and Traffic Manager.....	F. L. Wilkins.....	Lake Nebagamon, Wis.
General Manager.....	J. P. Weyerhauser..	Lake Nebagamon, Wis.
General Superintendent.....	Wm. O. Nell.....	Lake Nebagamon, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
F. Weyerhauser	St. Paul, Minn.	September, 1900.
E. Rutledge	Chippewa Falls, Wis.	September, 1900.
John Weyerhauser	Lake Nebagamon, Wis.	September, 1900.
E. L. Alusworth	Chippewa Falls, Wis.	September, 1900.

Number of stockholders at date of last election, 4.
Date of last meeting of stockholders for election of directors, Sept., 1899.
Post office address of general office, Chippewa Falls, Wis.
Post office address of operating office, Lake Nebagamon, Wis.

Officers and Directors.

HAZELHURST & SOUTH EASTERN.

OFFICERS.

Title.	Name.	Address.
President	W. C. Yawkey	Hazelhurst, Wis.
Vice Pres., Gen. Mgr. & Gen. Pass. Agt.	C. C. Yawkey	Hazelhurst, Wis.
Secretary and Auditor	L. H. Wheeler	Hazelhurst, Wis.
Treasurer	W. H. Yawkey	Hazelhurst, Wis.
General Counsel	John Barnes	Rhineland, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. C. Yawkey	Hazelhurst, Wis.	January 21, 1901.
C. C. Yawkey	Hazelhurst, Wis.	January 21, 1901.
W. H. Yawkey	Hazelhurst, Wis.	January 21, 1901.
J. W. Fredon	Hazelhurst, Wis.	January 21, 1901.
L. H. Wheeler	Hazelhurst, Wis.	January 21, 1901.

Number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, Jan. 18, 1900.

Post office address of general and operating offices, Hazelhurst, Wis.

Officers and Directors.

WM. HOLMES & SON LOGGING RAILROAD.**OFFICERS.**

Title.	Name.	Address.
President	Wm. Holmes	Menominee, Mich.
Vice President	Wm. A. Holmes	Crystal Falls, Mich.

IOLA & NORTHERN.**OFFICERS.**

Title.	Name.	Address.
President	Joseph Walker, Jr.	New York, N. Y.
Auditor	J. C. Thurman	Green Bay, Wis.
General Manager	J. A. Jordan	Green Bay, Wis.
Gen. Passenger and Ticket Agent and General Baggage Agent	J. B. Last	Green Bay, Wis.

DIRECTORS.

	Address.	Expiration of Term.
Joseph Walker, Jr.	New York, N. Y..	Until successor elected.
S. W. Champion	Green Bay, Wis.	Until successor elected.
F. B. Seymour	Green Bay, Wis.	Until successor elected.
B. A. Hegeman	New York, N. Y.	Until successor elected.

Number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, Sept. 12, 1895.

Post office address of general and operating office, Green Bay, Wis.

Officers and Directors.

KEWAUNEE, GREEN BAY & WESTERN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board and President..	S. S. Palmer	New York, N. Y.
Vice President	W. W. Cargill	La Crosse, Wis.
Secretary and Treasurer	Mark T. Cox	New York, N. Y.
General Auditor	J. C. Thurman	Green Bay, Wis.
General Manager	J. A. Jordan	Green Bay, Wis.
General Passenger Agent	J. B. Last	Green Bay, Wis.
Superintendent	F. .. Seymour	Green Bay, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. S. Palmer	Princeton, N. J.	Unitl successor elected.
Mark T. Cox	Morristown, N. J.	Unitl successor elected.
C. L. Blair	New York, N. Y.	Unitl successor elected.
J. A. Jordan	Green Bay, Wis.	Unitl successor elected.
J. C. Thurman	Green Bay, Wis.	Unitl successor elected.

Total number of stockholders at date of last election, 27.

Date of last meeting of stockholders for election of directors, July 12, 1899.

Post office address of general and operating offices, Green Bay, Wis.

Officers and Directors.

MATTOON R'Y CO.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board and President..	Geo. B. Mattoon ...	Mattoon, Wis.
Secretary and Treasurer	Chas. H. Weeks ...	Mattoon, Wis.
General Manager	E. B. Fargo	Mattoon, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Geo. B. Mattoon	Mattoon, Wis. ...	Until successor elected.
C. H. Weeks	Mattoon, Wis. ...	Until successor elected.
E. B. Fargo	Mattoon, Wis. ...	Until successor elected.

Number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, Jan. 1, 1900.

Post office address of general and operating offices, Mattoon, Wis.

*Officers and Directors.***MILWAUKEE & SUPERIOR.****OFFICERS.**

Title.	Name.	Address.
President	Henry Lindsay	Milwaukee, Wis.
Vice President	A. E. Smith	Milwaukee, Wis.
Secretary	M. H. Brand	Milwaukee, Wis.
Treasurer and General Manager	Henry Herman	Milwaukee, Wis.
General Counsel	T. R. Hansen	Milwaukee, Wis.
Auditor	W. O. Antram	Milwaukee, Wis.
General Passenger Agent	A. M. Campbell	Milwaukee, Wis.
Superintendent	Geo. A. Nettleton ..	Lannon, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Henry Lindsay	Milwaukee, Wis.	.....
Geo. I. Lindsay	Milwaukee, Wis.	.....
Henry Herman	Milwaukee, Wis.	.....
M. H. Brand	Milwaukee, Wis.	.....
Otto R. Hansen	Milwaukee, Wis.	.....

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, Dec. 16, 1899.

Post office address of general and operating offices, Milwaukee, Wis.

Officers and Directors.

MARSHFIELD & SOUTH EASTERN.

OFFICERS.

Title.	Name.	Address.
President and Treasurer	Walter A. Scott	Chicago, Ill.
Secretary	Thos. B. Scott	Chicago, Ill.
Vice President	H. C. Ross	Chicago, Ill.
Local Treasurer	Edw. L. Reese	Marshfield, Wis.
General Manager	Chas. H. Grundy ...	Marshfield, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Walter A. Scott	Chicago, Ill.	October 9, 1900.
Thos. B. Scott	Chicago, Ill.	October 9, 1900.
H. C. Ross	Chicago, Ill.	October 9, 1900.
Chas. H. Grundy	Marshfield, Wis.	October 9, 1900.
Jerome R. North	Green Bay, Wis.	October 9, 1900.

Number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors, October 10, 1899.

Post office address of general and operating office, Marshfield, Wis.

*Officers and Directors.***MARINETTE, TOMAHAWK AND WESTERN.****OFFICERS.**

Title.	Name.	Address.
Chairman of the Board and President..	W. H. Bradley.....	Tomahawk, Wis.
Vice President and General Manager....	W. G. Collins.....	Tomahawk, Wis.
Secretary, Treasurer and Auditor.....	F. G. Stark.....	Tomahawk, Wis.
General Counsel.....	A. H. Woodworth...	Tomahawk, Wis.
Chief Engineer, Gen. Pass. Agt., Division Superintendent, etc.....	W. E. Jeannot.....	Tomahawk, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
W. H. Bradley.....	Tomahawk, Wis.	Sept. 12, 1900.
J. W. Bradley.....	Milwaukee, Wis.	Sept. 12, 1900.
W. G. Collins.....	Tomahawk, Wis.	Sept. 12, 1900.
F. G. Stark.....	Tomahawk, Wis.	Sept. 12, 1900.
W. T. Bradley.....	Tomahawk, Wis.	Sept. 12, 1900.

Total number of stockholders at date of last election, 12.

Date of last meeting of stockholders for election of directors, Sept. 13, 1899.

Post office address of general and operating offices, Tomahawk, Wis.

Officers and Directors.

MINNESOTA & WISCONSIN.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	E. D. Buffington..	Stillwater, Minn.
President and General Manager.....	G. D. Bramin....	Boston, Mass.
Vice President.....	James W. Jones..	St. Paul, Minn.
Secretary and Auditor.....	Herman Scheffer..	St. Paul, Minn.
Treasurer	C. A. Severance....	St. Paul, Minn.
General Counsel.....	C. H. Cannon.....	Spring Valley, Wis.
Traffic Manager, etc.....	Jos. Minoque.....	Spring Valley, Wis.
Superintendent and Road Master.....		

DIRECTORS.

Name.	Address.	Expiration of Term.
E. D. Buffington.....	Stillwater, Minn.	Nov. 12, 1900.
Maurice Auerbach.....	St. Paul, Minn....	Nov. 12, 1900.
G. D. Bramin.....	Boston, Mass.....	Nov. 12, 1900.
C. A. Severance.....	St. Paul, Minn....	Nov. 12, 1900.
H. L. Hoton.....	New York, N. Y.	Nov. 12, 1900.
N. W. Jordan.....	Boston, Mass.....	Nov. 12, 1900.
F. B. Kellogg.....	St. Paul, Minn....	Nov. 12, 1900.
G. A. W. Braman.....	Boston, Mass.....	Nov. 12, 1900.
E. S. Conway.....	Chicago, Ill.....	Nov. 12, 1900.

Total number of stockholders at date of last election, 16.

Date of last meeting of stockholders for election of directors, Feb. 10, 1900.

Post office address of general and operating office, Spring Valley, Wis.

Officers and Directors.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.

OFFICERS.

Title.	Name.	Address.
President	Thomas Lowry	Minneapolis, Minn.
Vice President.....	John Martin.....	Minneapolis, Minn.
Secretary and Treasurer.....	Charles F. Clement..	Minneapolis, Minn.
Paymaster	Herbert N. Palst....	Minneapolis, Minn.
Chief Engineer.....	Thomas Greene.....	Minneapolis, Minn.
General Counsel.....	Alfred H. Bright....	Minneapolis, Minn.
Assistant Counsel.....	Henry B. Dike.....	Minneapolis, Minn.
Auditor	Charles W. Gardner..	Minneapolis, Minn.
General Manager	E. Pennington	Minneapolis, Minn.
General Freight Agent.....	Edmund Pennington..	Minneapolis, Minn.
Assistant Freight Agent.....	W. L. Martin.....	Minneapolis, Minn.
General Passenger Agent.....	Elmer D. Parker.....	St. Paul, Minn.
Assistant Passenger Agent.....	W. R. Galloway.....	Minneapolis, Minn.
Division Superintendent.....	W. S. Thorn.....	St. Paul, Minn.
Division Superintendent.....	Geo. R. Huntington..	Minneapolis, Minn.
Assistant Superintendent.....	C. P. Eckles.....	Enderlin, N. D.
Superintendent Car Service.....	F. W. Curtis.....	Enderlin, N. D.
Assistant Superintendent.....	H. L. Hunter.....	Minneapolis, Minn.
Superintendent of Telegraph.....	Frank Welliver.....	Gladstone, Mich.
Land Commissioner.....	Henry A. Tuttle.....	Gladstone, Mich.
Purchasing Agent.....	David W. Cassiday..	Minneapolis, Minn.
	J. E. Shaughnessy..	Minneapolis, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
Thomas Lowry.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
John Martin.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
W. D. Washburn.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
J. S. Pillsbury.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
Sir Wm. C. Van Horne.....	Montreal, Canada..	3rd Tues. in Sept., 1901.
Thomas G. Shaughnessy.....	Montreal, Canada..	3rd Tues. in Sept., 1901.
C. H. Pettit.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
F. H. Peavey.....	Minneapolis, Minn.	3rd Tues. in Sept., 1901.
Wm. B. Dean.....	St. Paul, Minn.....	3rd Tues. in Sept., 1901.
Wm. H. Bradley.....	Tomahawk, Wis.....	3rd Tues. in Sept., 1901.
R. B. Angus.....	Montreal, Canada..	3rd Tues. in Sept., 1901.

Total number of stockholders at date of last election, 148.

Date of last meeting of stockholders for election of directors, June 5, 1900.

Post office address of general and operating office, Minneapolis, Minn.

OFFICERS AND EMPLOYEES

NORTHERN PACIFIC.

OFFICERS

Title	Name	Address
President	Charles S. McLean	St. Paul, Minn.
1st Vice President	David S. Lawrence	New York, N. Y.
2nd Vice Pres. and Gen. Mgr.	J. W. Ketchum	St. Paul, Minn.
3rd Vice Pres. and Gen. Tr. Mgr.	J. M. Haddock	St. Paul, Minn.
Passenger and Assistant Treasurer	Geo. H. Egan	New York, N. Y.
Treasurer	Charles A. Clark	St. Paul, Minn.
Ch. of Eng'g.	E. H. McHenry	St. Paul, Minn.
General Counsel	Francis L. Stearns	New York, N. Y.
General Counsel	Charles W. Bush	St. Paul, Minn.
Collector	H. A. Gray	St. Paul, Minn.
Asst. Gen. Passenger and Ticket Agent	M. P. Martin	St. Paul, Minn.
General Superintendents	Charles S. Fox	St. Paul, Minn.
	M. C. Kimberly	St. Paul, Minn.
Division Superintendents	E. C. Blanchard	Minneapolis, Minn.
	A. J. Sovereign	Staples, Minn.
	M. M. Fowler	St. Paul, Minn.
	E. L. Brown	Duluth, Minn.
Superintendent of Telegraph	O. C. Greene	St. Paul, Minn.
General Baggage Agent	W. H. Lowe	St. Paul, Minn.
Land Commissioner	W. H. Phipps	St. Paul, Minn.

DIRECTORS.

Name	Address	Expiration of Term.
Edward D. Adams	New York, N. Y.	October, 1900.
Geo. F. Baker	New York, N. Y.	October, 1900.
Dumont Clark	New York, N. Y.	October, 1900.
Robert Bacon	New York, N. Y.	October, 1900.
Robert M. Galloway	New York, N. Y.	October, 1900.
Braxton Ives	New York, N. Y.	October, 1900.
D. Willis James	New York, N. Y.	October, 1900.
John M. Kennedy	New York, N. Y.	October, 1900.
Daniel M. Lamont	New York, N. Y.	October, 1900.
Charles M. Mellin	St. Paul, Minn.	October, 1900.
Walter G. Oakman	New York, N. Y.	October, 1900.
Oliver H. Payne	New York, N. Y.	October, 1900.
Samuel Spencer	New York, N. Y.	October, 1900.
James Stillman	New York, N. Y.	October, 1900.
Eden B. Thomas	New York, N. Y.	October, 1900.

Number of stockholders at date of last election, 18.

Date of last meeting for election of directors, October 31, 1899.

Post office address of general and operating offices, St. Paul, Minn.

Officers and Directors.

NORTHWESTERN COAL R'Y CO.

OFFICERS.

Title.	Name.	Address.
President	E. U. Saunders.....	St. Paul, Minn.
Vice President.....	M. H. Taylor.....	St. Paul, Minn.
Secretary and Treasurer.....	E. L. Shepley.....	St. Paul, Minn.
Chief Engineer.....	J. A. Morris.....	Erie, Pa.
General Superintendent.....	Wm. P. Barrett....	Superior, Wis.

DIRECTORS.

Address.	Address.	Expiration of Term.
E. U. Saunders.....	St. Paul, Minn..	September 6, 1900.
M. H. Taylor.....	Erie, Pa.....	September 6, 1900.
E. L. Shepley.....	St. Paul, Minn..	September 6, 1900.
T. M. Osborn.....	Pittsburg, Pa....	September 6, 1900.
A. M. Neeper.....	Pittsburg, Pa....	September 6, 1900.
F. L. Robbins.....	Pittsburg, Pa....	September 6, 1900.
M. V. Seymour.....	St. Paul, Minn..	September 6, 1900.

Number of stockholders at date of last election, 18.

Date of last meeting of stockholders for election of directors, Sept. 7, 1899.

Post office address of general and operating offices, Superior, Wis.

Officers and Directors.

OSHKOSH TRANSPORTATION CO. (OPERATED BY C. & N. W.).
OFFICERS.

Title.	Name.	Address.
President, Treasurer and Counsel.....	Howard Morris.....	Milwaukee, Wis.
Secretary	E. B. Greenleaf.....	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Howard Morris.....	Milwaukee, Wis.	2nd Month in Jan., 1901.
E. B. Greenleaf.....	Milwaukee, Wis.	2nd Month in Jan., 1901.
Thos. H. Gill.....	Milwaukee, Wis.	2nd Month in Jan., 1901.

Number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, Jan. 8, 1900.

Post office address of general office, Milwaukee, Wis.

Officers and Directors.

ST. PAUL & DULUTH.

OFFICERS.

Title.	Name.	Address.
President	C. S. Mellen.....	St. Paul, Minn.
Vice President.....	D. S. Lamont.....	New York, N. Y.
Secretary and Assistant Treasurer.....	Geo. H. Earl.....	New York, N. Y.
Assistant Secretary.....	P. W. Corbett.....	St. Paul, Minn.
Treasurer	C. A. Clark.....	St. Paul, Minn.
Comptroller	M. P. Martin.....	St. Paul, Minn.

DIRECTORS.

Name.	Address.	Expiration of Term.
C. S. Mellen.....	St. Paul, Minn.....	.....
C. W. Bunn.....	St. Paul, Minn.....	.....
H. A. Gray	St. Paul, Minn.....	.....
Emerson Hadley.....	St. Paul, Minn.....	.....
Daniel S. Lamont.....	New York, N. Y.....	.....
Edw. D. Adams.....	New York, N. Y.....	.....
Geo. H. Earl.....	New York, N. Y.....	.....
Edw. W. Gay.....	New York, N. Y.....	.....
A. H. Kent.....	New York, N. Y.....	.....

Total number of stockholders at date of last election, 207.

Date of last meeting of stockholders for election of directors, second Thursday in October, 1899.

Post office address of general and operating office, St. Paul, Minn.

Officers and Directors.

WINONA BRIDGE RY CO.

OFFICERS.

Title.	Name.	Address.
President	M. G. Norton.....	Winona, Minn..
Vice President.....	J. A. Jordan.....	Green Bay, Wis.
Secretary	H. W. Weiss.....	Chicago, Ill.
Treasurer	H. W. Lamberton.....	Winona, Minn.
Assistant Secretary.....	Thomas Simpson.....	Winona, Minn.
Chief Engineer.....	S. S. Purdy.....	La Crosse, Wis.
Attorney	Thomas Simpson.....	Winona, Minn.
General Superintendent.....	Daniel Cunningham.	La Crosse, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
Mark T. Cox.....	New York, N. Y.	June 5, 1901.
J. A. Jordan.....	Green Bay, Wis.	June 5, 1901.
S. S. Palmer.....	New York, N. Y.	June 5, 1901.
Geo. B. Harris.....	Chicago, Ill.....	June 5, 1901.
J. C. Peasley.....	Chicago, Ill.....	June 5, 1901.
Daniel Cunningham.....	La Crosse, Wis.	June 5, 1901.
M. G. Norton.....	Winona, Minn....	June 5, 1901.
H. W. Lamberton	Winona, Minn....	June 5, 1901.
V. Simpson.....	Winona, Minn....	June 5, 1901.

Total number of stockholders at date of last election, 13.

Date of last meeting of stockholders for election of directors, June 6, 1900.

Post office address of general and operating office, Winona, Minn.

Officers and Directors.

WISCONSIN & MICHIGAN.

OFFICERS.

Title.	Name.	Address.
President and Treasurer.....	S. M. Fischer.....	Chicago, Ill.
Vice President and Secretary.....	J. J. Coleman.....	Chicago, Ill.
Auditor	O. A. Koss.....	Chicago, Ill.
Traffic Manager.....	J. J. Coleman.....	Chicago, Ill.

DIRECTORS.

Name.	Address.	Expiration of Term.
S. M. Fischer.....	Chicago, Ill.....	January 15, 1901.
J. N. Faithorn.....	Chicago, Ill.....	January 15, 1901.
John Bagley.....	Chicago, Ill.....	January 15, 1901.
J. C. Ames.....	Chicago, Ill.....	January 15, 1901.
J. J. Coleman.....	Chicago, Ill.....	January 15, 1901.

Total number of stockholders at date of last election, 46.

Date of last meeting of stockholders for election of directors, Jan. 16, 1900.

Post office address of general office, Chicago, Ill.

Post office address of operating office, Peshtigo, Wis.

Officers and Directors.

WHITCOMB & MORRIS.**OFFICERS.**

Title.	Name.	Address.
President	J. H. Jenkins.....	Oshkosh, Wis.
Vice President.....	D. C. Buckstaff.....	Oshkosh, Wis.
Secretary and Treasurer.....	H. J. Sprague.....	Morris, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
J. H. Jenkins.....	Oshkosh, Wis.....	.....
D. G. Buckstaff.....	Oshkosh, Wis.....	.....
Chas. Barber.....	Oshkosh, Wis.....	.....
H. J. Sprague.....	Morris, Wis.....	.....

Total number of stockholders at date of last election, 4.
 Date of last meeting of stockholders for election of directors, June 23, 1900.
 Post office address of general and operating office, Morris, Wis.

Officers and Directors.

WISCONSIN CENTRAL RY.

OFFICERS.

Title.	Name.	Address.
Chairman of the Board.....	George Cappel.....	New York, N. Y.
President.....	H. F. Whitcomb.....	Milwaukee, Wis.
Secretary and Assistant Attorney.....	Chas. M. Morris.....	Milwaukee, Wis.
Treasurer.....	Frederick Abbott.....	Milwaukee, Wis.
Assistant Treasurer.....	W. R. Hancock.....	Milwaukee, Wis.
Assistant Secretary.....	J. S. Dale.....	New York, N. Y.
Chief Engineer.....	Robt. B. Tweedy.....	Milwaukee, Wis.
General Counsel.....	Charles C. Braman.....	New York, N. Y.
Counsel.....	Howard Morris.....	Milwaukee, Wis.
Attorney.....	Thomas H. Gill.....	Milwaukee, Wis.
Auditor.....	Robt. Toombs.....	Milwaukee, Wis.
Purchasing Agent.....	John A. Whaling.....	Milwaukee, Wis.
General Freight Agent.....	Burton Johnson.....	Milwaukee, Wis.
	C. E. Wilson.....	Milwaukee, Wis.
Assistant Freight Agent.....	J. S. Talbot.....	Milwaukee, Wis.
Division Freight Agent.....	L. W. Wood.....	Oshkosh, Wis.
General Passenger Agent.....	Jas. C. Pond.....	Milwaukee, Wis.
General Claim Agent.....	Lincoln Claffin.....	Milwaukee, Wis.
General Superintendent.....	Sumner J. Collins.....	Milwaukee, Wis.
Division Superintendents.....	A. R. Horn.....	Waukesha, Wis.
	E. H. Cutter.....	Stevens Point, Wis.
Superintendent of Telegraph.....	P. W. Drew.....	Milwaukee, Wis.
Land Commissioner.....	W. H. Killen.....	Milwaukee, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
George Coppel.....	New York, N. Y.	2d Tues. in Oct., 1900.
John C. Brown.....	New York, N. Y.	2d Tues. in Oct., 1900.
William L. Bull.....	New York, N. Y.	2d Tues. in Oct., 1900.
H. F. Whitcomb.....	Milwaukee, Wis.	2d Tues. in Oct., 1900.
Charles C. Braman.....	New York, N. Y.	2d Tues. in Oct., 1900.
Fred T. Gates.....	New York, N. Y.	2d Tues. in Oct., 1900.
Francis R. Hart.....	Boston, Mass.	2d Tues. in Oct., 1900.
Gerald L. Hoyt.....	New York, N. Y.	2d Tues. in Oct., 1900.
Howard Morris.....	Milwaukee, Wis.	2d Tues. in Oct., 1900.
James C. Colgate.....	New York, N. Y.	2d Tues. in Oct., 1900.

Total number of stockholders at date of last election, 6.

Date of last meeting of stockholders for election of directors, July 6, 1899.

Post office address of general and operating offices, Milwaukee, Wis.

Officers and Directors.

WISCONSIN WESTERN.

OFFICERS.

Title.	Name.	Address.
President	H. A. J. Upham.....	Milwaukee, Wis.
Vice President.....	Wm. E. Black.....	Milwaukee, Wis.
Secretary	Henry J. Droppers..	Milwaukee, Wis.
Treasurer	C. W. Morris.....	Milwaukee, Wis.
Auditor	Wm. Sillge.....	Wauzeka, Wis.
General Manager.....	N. L. James.....	Richland, Center, Wis.
General Superintendent.....	W. H. Thompson....	Wauzeka, Wis.

DIRECTORS.

Name.	Address.	Expiration of Term.
H. A. J. Upham.....	Milwaukee, Wis..	November 17, 1900.
W. E. Black.....	Milwaukee, Wis..	November 17, 1900.
C. W. Morris.....	Milwaukee, Wis..	November 17, 1900.
E. J. Paul.....	Milwaukee, Wis..	November 17, 1900.
H. J. Dropper.....	Milwaukee, Wis..	November 17, 1900.
W. S. Fish.....	Racine, Wis.....	November 17, 1900.

Total number of stockholders at date of last election, 45.

Date of last meeting of stockholders for election of directors, Nov. 17, 1899.

Post office address of general office, Milwaukee, Wis.

Post office address of operating office, Wauzeka, Wis.

Comparative Tables.

ABBOTSFORD & NORTHEASTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.
Total.		Total.	Decrease.
\$232,000 00	Cost of equipment.....	\$232,000 00	.....
11,136 99	Cash and current assets.....	1,397 15	.....
	Other assets:		.....
	Profit and loss.....	8,741 69	.....
\$243,136 99	Grand total	\$243,138 84	\$998 15
	LIABILITIES.		
	None reported.		

AHNAPEE & WESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$453,829 83	Cost of road.....	\$455,593 49	\$1,763 66	.....
25,382 91	Cost of equipment.....	28,007 91	2,625 00	.....
1,775 38	Cash and current assets.....	2,174 48	399 10	.....
	Other assets:			
1,850 00	Materials and supplies.....	1,400 00	.....	450 00
60,839 48	Profit and loss.....	69,501 97	8,662 49	.....
\$543,677 60	Grand total	\$556,677 85	\$13,450 25	\$450 00
	LIABILITIES.			
\$106,000 00	Capital stock.....	\$106,000 00	.....	.....
340,000 00	Funded debt.....	340,000 00	.....	.....
97,677 60	Current liabilities	110,677 85	13,000 25	.....
\$543,677 60	Grand total	\$556,677 85	\$13,000 25	.....

*Comparative Tables.***BIG FALLS RY CO.****COMPARATIVE GENERAL BALANCE SHEET.**

ASSETS.	June 30, 1900.
	Total.
Cost of equipment.....	\$7,857 34
Cash and Current assets.....	2,018 70
Grand total	\$9,876 34
LIABILITIES.	Total.
Capital stock	\$1,000 00
Funded debt	7,715 49
Profit and loss	1,160 85
Grand total	\$9,876 34

**BAYFIELD HARBOR & GREAT WESTERN (OPERATED BY
BAYFIELD TRANSFER).****COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$3,404,817 96	Cost of road	\$3,405,201 15	\$381 29	
5,928 58	Cost of equipment	7,571 08	1,642 50	
1,324,600 00	Stocks owned	1,324,600 00		
1,655 44	Cash and current assets	3,561 63	1,906 19	
5 00	Other Assets:			
41,727 11	Materials and supplies	124,127 48	82,400 37	\$5 00
	Profit and loss			
\$4,778,735 89	Grand total	\$4,865,061 34	86,330 45	\$5 00
LIABILITIES.				
\$3,000,000 00	Capital stock	\$3,000,000 00		
1,500,000 00	Funded debt	1,500,000 00		
278,735 89	Current liabilities	365,061 34	\$86,325 45	
\$4,778,735 89	Grand total	\$4,865,061 34		



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.—DEPOT, BELLEVILLE.

Comparative Tables.

CHICAGO, MILWAUKEE & ST. PAUL.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$218,506,634 82	Cost of equipment	\$218,302,680 50		\$203,954 52
459,836 75	Stocks owned	358,040 75		101,796 00
8,985,723 75	Bonds owned	9,162,802 50	\$177,078 75	
7,232,230 16	Cash and current assets..	6,210,827 85		1,021,402 31
	Other Assets:			
2,467,793 88	Materials and supplies..	3,494,897 95	1,027,104 07	
589,854 02	Sinking fund, trustees..	573,133 91		16,670 11
2,965,166 75	Due from trustees.....	3,177,093 94	211,927 19	
10,000 00	Insurance department ..	10,000 00		
	Profit and loss, cash expended from earnings for construction of new lines, real estate, etc...	2,295,254 91	2,295,254 91	
\$241,217,240 13	Grand total	\$240,584,782 31	\$2,367,542 18	
	LIABILITIES.			
\$82,519,000 00	Capital stock	\$87,601,500 00	\$5,082,500 00	
136,226,500 00	Funded debt	131,147,000 00		\$5,079,500 00
5,933,481 84	Current liabilities	6,151,048 93	217,567 09	
30,790 00	Accrued interest on funded debt not yet payable, exclusive of coupons due July 1st, 1899 and 1900..	30,790 00		
625,944 02	Sinking fund	595,823 91		30,120 11
298,520 00	Rolling stock replacement fund	110,502 50		188,017 50
2,803,132 86	Renewals, improvement account	3,060,863 31	257,730 45	
12,779,871 41	Profit and loss	14,887,253 66	2,107,382 25	
\$241,217,240 13	Grand total	\$243,584,782 31	\$2,367,542 18	

Comparative Tables.

CHICAGO & NORTHWESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.		June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
	ASSETS.			
	Total.	Total.		
\$143,764,256 01	Cost of road	\$148,833,961 83	\$5,069,705 82	
34,397,965 60	Cost of equipment	34,073,762 69		\$324,202 91
14,442,971 61	Stocks owned	14,438,491 61		4,480 60
1,191,250 00	Bonds owned	4,024,250 00	2,833,000 00	
23,925 00	Other permanent investments			23,925 00
65,000 00	Cost of Prop. Consolidation Coal Co., Western Town Lot Co., and Pioneer Town Site Co.	65,000 00		
13,235,000 00	Bonds of the F. E. & M. V. R. R. & Wyo. Cent. Ry., deposited with trustees as security for a like amount of bonds by the C. & N. W. Ry. Co.	13,235,000 00		
	W. & St. P. R. R. land grant	2,300,000 00	2,300,000 00	
6,990,801 53	Cash and current assets ..	6,931,919 60	58,881 93	
	Other Assets:			
1,786,674 06	Material and supplies ..	3,019,731 56	1,233,057 50	
8,987,677 04	Sinking fund	9,381,512 04	393,835 00	
173,803 51	Sundries			173,803 51
\$225,059,324 36	Grand total	\$236,303,629 33	\$11,244,304 97	
	LIABILITIES.			
\$66,492,320 53	Capital stock	\$66,234,320 53		\$258,000 00
134,645,000 00	Funded debt	144,833,000 00	\$10,188,000 00	
5,090,197 01	Current liabilities	6,900,752 58	1,810,555 57	
1,605,481 79	Accrued interest on funded debt not yet payable ..	1,611,997 23	6,515 44	
7,342,698 70	Sinking fund installment paid	7,568,198 70	225,500 00	
1,644,978 34	Accretions to sinking fund ..	1,813,313 34	168,335 00	
217,525 72	Mo. V. R. Ry. Co. & Bridge Co.	280,489 13	62,963 41	
	Fremont, Elkhorn & Mo. V. R. R. Co.	16,655 98	16,655 98	
	Profit and Loss:			
5,372,432 83	Surplus railroad income ..	6,915,100 78	1,542,667 95	
7,884 06	Surplus Consolidation Coal Co.	30,945 86	38,329 92	
2,640,805 38	Surplus land grants, land and tow lots, less deferred payment on same	160,746 92		2,480,058 46
\$225,059,324 36	Grand total	\$236,303,629 33	\$11,244,304 97	

Comparative Tables.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
Total.		Total.		
\$56,554,650 09	Cost of road and equipment..	\$56,101,206 54	.....	\$453,443 55
4,319,544 98	Stocks owned	4,314,611 65	.....	4,933 33
2,285,000 00	Bonds owned	3,284,000 00	\$1,026,000 00	.....
3,429,307 10	Cash and current assets.....	1,801,815 57	.....	1,627,491 53
577,568 95	Other Assets:			
	Materials and supplies	707,146 08	129,577 13	.....
\$67,139,071 12	Grand total	\$66,208,779 84	.....	\$930,291 28
	LIABILITIES.			
\$34,050,126 62	Capital stock	\$34,050,126 62	.....	.....
26,235,800 00	Funded debt	27,255,800 00	\$1,020,000 00	.....
1,905,850 94	Current liabilities	1,550,833 79	.....	\$355,017 15
189,528 34	Accrued interest on funded			
	debt not yet payable.....	188,748 34	.....	780 00
250,980 03	Accrued taxes not yet due....	260,535 70	9,555 67	.....
4,506,785 19	Profit and loss	2,902,735 39	.....	1,604,049 50
\$67,139,071 12	Grand total	\$66,208,779 84	.....	\$930,291 28

Comparative Tables.

CHICAGO, LAKE SHORE & EASTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Item.		Item.	Increase.	Decrease.
\$2,734,273 50	Cost of road	\$2,748,336 32	\$14,062 82	
1,664,887 56	Cost of equipment	1,664,887 56		
50,000 00	Stocks owned	50,000 00		
	New steel cars	1,464,650 00	1,464,650 00	
	New 50 ton cars	71,150 00	71,150 00	
805,607 39	Cash and current assets	634,225 05		\$171,382 34
	Other Assets:			
62,677 14	Materials and supplies.....	154,771 12	92,099 98	
\$5,317,445 59	Grand total	\$6,788,026 05	\$1,470,580 46	
	LIABILITIES.			
\$650,000 00	Capital stock	\$650,000 00		
3,230,000 00	Funded debt	3,230,000 00		
1,085,867 46	Current liabilities	2,150,452 56		
\$4,965,867 46		\$6,030,452 56	\$1,064,585 10	
351,578 13	Profit and loss	757,573 49	405,995 36	
\$5,317,445 59	Grand total	\$6,788,026 05	\$1,470,580 46	

CHICAGO & LAKE SUPERIOR.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	
\$58,205 44	Cost of road	\$58,311 72	\$106 28	
27 50	Cost of equipment	107 50	80 00	
3,108 92	Profit and loss	11,195 17	8,086 25	
\$61,341 86	Grand total	\$69,614 39	\$8,272 53	
	LIABILITIES.			
\$18,000 00	Capital stock	\$18,000 00		
36,000 00	Funded debt	36,000 00		
7,341 86	Current liabilities	7,341 86		
	Accrued interest on funded debt not yet payable	15,614 39	\$8,272 53	
\$61,341 86	Grand total	\$69,614 39	\$8,272 53	

*Comparative Tables.***CHICAGO, MADISON & NORTHERN (OPERATED BY ILLINOIS CENTRAL).****COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
Total.		Total.		
\$10,592,931 87	Cost of road	\$10,689,318 36	\$96,386 49	
40,000 00	Stocks owned	40,000 00		
12,006 93	Cash and current assets	11,339 08		667 85
\$10,644,938 80	Grand total	\$10,740,657 44	\$95,718 64	
	LIABILITIES.			
\$50,000 00	Capital stock	\$50,000 00		
6,870,000 00	Funded debt	6,870,000 00		
3,724,938 80	Current liabilities	3,820,657 44	95,718 64	
\$10,644,938 80	Grand total	\$10,740,657 44	\$95,718 64	

CHIPPEWA RIVER & MENOMONIE.**COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
Total.		Total.		
\$235,863 26	Cost of road	\$237,120 62	\$1,257 36	
41,205 79	Cost of equipment	39,060 88		\$2,144 91
43,747 99	Cash and current assets	23,254 97		20,493 02
\$320,817 04	Grand total	\$299,436 47	\$1,257 36	\$22,637 93
	LIABILITIES.			
\$57,506 23	Current liabilities	\$53,977 55		\$3,528 68
263,310 81	Profit and loss	245,458 92		17,851 89
\$320,817 04	Grand total	\$299,436 47		\$21,350 57

Comparative Tables.

DRUMMOND & SOUTH WESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total	Increase.	Decrease.
\$126,801 02	Cost of road	\$126,446 18		\$354 84
44,530 63	Cost of equipment	44,530 63		
450 00	Cash and current assets			450 00
127 74	Other Assets:			
	Materials and supplies.....	56 30		71 44
	Profit and loss	172 20	\$172 20	
\$171,909 39	Grand total	\$171,205 31		\$704 08
	LIABILITIES.			
\$10,000 00	Capital stock	\$10,000 00		
50,000 00	Funded debt	50,000 00		
110,881 45	Current liabilities	111,205 31	\$323 76	
1,027 84	Profit and loss			\$1,027 84
\$171,909 39	Grand total	\$171,205 31		\$704 08

Comparative Tables.

DULUTH SOUTH SHORE & ATLANTIC.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1906.		June 30, 1907. Year ending June 30, 1907.		
		ASSETS.		
Total.		Total.	Increase.	Decrease.
\$42,353,639 50	Cost of road	\$42,491,061 11	\$48,221 61	
2,548,238 22	Cost of equipment	2,547,726 89	511 33	
624,548 70	Stocks owned	624,548 70	0 00	
7,002 48	Other permanent investments, Lake Mich. & Superior Ry. St. Mary's & Superior Ry. Duluth & Superior Ry.	7,002 48	0 00	
267,514 14	Cash and current assets	267,514 14	0 00	
	Other Assets:			
147,966 24	Materials and supplies	147,966 24	0 00	
1,072,291 23	Profit and loss	1,072,291 23	0 00	
\$48,122,651 51	Grand total	\$48,122,651 51	\$0 00	
		LIABILITIES.		
\$22,000,000 00	Capital stock	\$22,000,000 00		
22,507,573 28	Funded debt	22,507,573 28		
2,224,998 61	Current liabilities	2,224,998 61		
267,928 22	Accrued interest on funded debt not yet payable	267,928 22		
22,621 29	M. H. & O. lands	22,621 29		
\$48,122,651 51	Grand total	\$48,122,651 51		

*Comparative Tables.***DULUTH, SUPERIOR & WESTERN TERMINAL CO.****COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.		Decrease.
\$768,913 03	Cost of road	\$1,465,491 29	\$696,578 26	.....
82,386 53	Cost of equipment	20,355 58	20,355 58	.....
	Cash and current assets	258,616 57	176,330 04	.....
\$851,299 56	Grand total	\$1,744,463 44	\$893,163 88	.....
LIABILITIES.				
\$250,500 00	Capital stock	\$1,000,000 00	\$749,500 00	.....
500,000 00	Funded debt	500,000 00		.....
40,934 22	Current liabilities	180,201 69	139,267 47	.....
4,354 08	Taxes not due	11,320 80	6,966 72	.....
20,000 00	Fund for renewal of ore docks	45,000 00	25,000 00	.....
35,511 26	Profit and loss	7,940 56		27,570 31
\$851,299 56	Grand total	\$1,744,463 44	\$893,163 88	.....

DUNBAR & WAUSAUKEE.**COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.
Total.		Item.
\$71,033 02	Cost of road	\$71,033 02
6,100 00	Cost of equipment	6,100 00
	Profit and loss	19,843 78

No liabilities reported.

Comparative Tables.

EASTERN RAILWAY CO. OF MINNESOTA.

COMPARATIVE GENERAL BALANCE SHEET.

June 0, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Item.		Item.	Increase.	Decrease.
\$17,423,971 35	Cost of road	\$18,662,116 88	\$1,238,145 53	
3,281,694 06	Cost of equipment	3,206,425 01		\$75,269 05
565,701 00	Stocks owned	565,700 00		1 00
1,225,000 00	Bonds owned	1,175,000 00		50,000 00
629,820 95	Other permanent investments	1,242,636 13	612,815 18	
\$23,126 187 36		\$24,851,878 02		
1,851,510 61	Cash and current assets	3,256,652 46	1,405,141 85	
	Other Assets:			
192,689 68	Materials and supplies	127,637 23		65,052 45
\$25,170,387 65	Grand total	\$28,236,167 71	\$3,065,780 06	
	LIABILITIES.			
\$12,500,000 00	Capital stock	\$16,000,000 00	\$3,500,000 00	
9,905,616 18	Funded debt	9,876,242 44		\$29,373 74
749,182 33	Current liabilities	504,900 47		244,281 86
108,750 00	Accrued interest on funded debt not yet payable	198,750 00		
44,641 15	Taxes not due	61,181 63	16,540 48	
175,798 16	Funds for renewals	164,424 16		11,374 00
1,686,399 83	Profit and loss	1,520,669 01		165,730 82
\$25,170,387 65	Grand total	\$28,236,167 71	\$3,065,780 06	

FAIRCHILD & NORTH EASTERN.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1900.	Year ending June 30, 1900.
	Item.	Increase.
Cost of road	\$207,865 22	\$28,930 56
Cost of equipment	28,029 33	939 58
LIABILITIES.		
Profit and loss	\$19,862 57	\$4,426 12

Comparative Tables.

GREEN BAY & WESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$9,954,000 08	Cost of road.....	\$9,954,000 00		
122,000 00	Cost of equipment	121,000 00		1,000 00
154,610 00	Stocks owned	154,610 00		
148,689 85	Cash and Current assets.....	216,248 64	67,558 79	
	Other assets:			
3,557 49	Materials and supplies	10,376 90	6,819 41	
\$10,382,837 34	Grand total	\$10,456,235 57	73,378 20	
	LIABILITIES.			
\$2,500,000 00	Capital stock	\$2,500,000 00		
7,600,000 00	Funded debt	7,600,000 00		
197,184 63	Current liabilities	257,367 55	60,182 92	
85,672 71	Profit and loss	98,867 99	13,195 28	
\$10,382,857 84	Grand total	\$10,456,235 54	\$73,378 20	

HAWTHORNE, NEBAGAMON & SUPERIOR.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.		ASSETS.	June 30, 1900.	Year ending June 30, 1900.
Item.	Total.		Item.	Increase.
\$40,000 00	\$40,000 00	Cost of road	\$41,850 89	\$1,850 89
10,000 00	10,000 00	Cost of equipment	12,474 27	2,474 27
		Cash and current assets	2,012 94	
\$50,000 00	\$50,000 00	Grand total	\$56,338 10	\$4,325 16
		LIABILITIES.		
\$50,000 00		Capital stock	\$50,000 00	
		Profit and loss	6,338 10	
		Grand total	\$56,338 10	

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June 30 1901		Year ending June 30 1901	
	Total	Increase	Decrease
1. Balance forward	\$2,000.00		
2. Cash	1,000.00	1,000.00	
3. Bonds	1,000.00	1,000.00	
4. Stocks	1,000.00	1,000.00	
5. Real Estate	1,000.00	1,000.00	
6. Other Assets	1,000.00	1,000.00	
7. Liabilities	1,000.00		1,000.00
8. Capital	1,000.00		1,000.00
9. Total	\$10,000.00		

Comparative Tables.

KEWAUNEE, GREEN BAY & WESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
Total.		Total.		
\$1,062,350 00	Cost of road	\$1,062,350 00		
6,000 00	Cost of equipment	6,000 00		
30,413 04	Cash and current assets	38,188 91	\$7,775 87	
\$1,098,763 04	Grand total	\$1,106,538 91	\$7,775 87	
	LIABILITIES.			
\$664,950 00	Capital stock	\$664,950 00		
408,000 00	Funded debt	408,000 00		
4,452 62	Current liabilities	17,439 78	\$12,987 16	
21,360 42	Profit and loss	16,149 13		\$5,211 29
\$1,098,763 04	Grand total	\$1,106,538 91	\$7,775 87	

MATTOON R'Y CO.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1900.	
	Item.	Total.
Cost of road	\$25,000 00	\$25,000 00
Cost of equipment	12,000 00	12,000 00
Grand total	\$37,000 00	\$37,000 00
LIABILITIES.		
Capital stock		\$4,000 00
Current liabilities—Assumed by Wisc. Timber & Land Co., in whose interest the road is run. They also take care of deficit.		

*Comparative Tables.***MILWAUKEE & SUPERIOR.****COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$333,117 95	Cost of road	\$328,327 54		\$4,790 41
46,432 84	Cost of equipment	57,598 50	\$11,165 66	
12,232 13	Cash and current assets.....	13,011 36	779 23	
	Other assets:			
1,951 37	Materials and supplies	3,991 62	2,040 25	
\$593,734 29	Grand total	\$402,929 02	\$9,194 73	
	LIABILITIES.			
\$125,000 00	Capital stock	\$128,000 00	\$3,000 00	
168,000 00	Funded debt	168,000 00		
95,198 01	Current liabilities	91,414 04		\$3,783 97
840 00	Accrued interest on funded debt not yet payable.....	840 00		
4,696 28	Profit and loss	14,674 98	9,978 70	
\$393,734 29	Grand total	\$402,929 02	\$9,194 73	

MARSHFIELD & SOUTH EASTERN.**COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1899.	ASSETS.	June 30, 1900.
Total.		Total.
\$850,000 00	Cost of road	\$850,000 00
17,723 50	Cash and current assets.....	38,279 43
	Other assets:	
668 55	Materials and supplies	
	Profit and loss	11,257 26
\$879,649 32	Grand total	\$888,279 43
	LIABILITIES.	
\$400,000 00	Capital stock	\$400,000 00
450,000 00	Funded debt	450,000 00
2,649 32	Current liabilities	492 40
27,000 00	Accrued interest on funded debt not yet payable.....	27,000 00
	Profit and loss	10,787 03
\$879,649 32	Grand total	\$888,279 43

Comparative Tables.

MARINETTE, TOMAHAWK AND WESTERN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$391,852 03	Cost of road	\$413,793 47	\$21,941 44	.....
9,630 26	Cost of equipment	13,757 36	4,127 10	.....
11,758 95	Cash and current assets	3,857 02	.....	\$7,901 93
\$413,241 24	Grand total	\$431,407 85	\$26,068 54	\$7,901 93
LIABILITIES.				
\$161,500 00	Capital stock	\$161,500 00	.....	.....
244,982 11	Current liabilities	265,902 08	20,919 97	.....
6,759 13	Profit and loss	4,005 77	.....	\$2,753 36
\$413,241 24	Grand total	\$431,407 85	\$20,919 97	\$2,753 36

MINNESOTA & WISCONSIN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.		ASSETS.	June 30, 1900.		Year ending June 30, 1900.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	.....	Bonds owned....	\$18,250 00	\$18,250 00	.....	.....
.....	\$4,585 67	Cash and current assets	6,687 38	6,687 38	\$2,101 71	.....
.....	500 00	Other assets: Materials and supplies	1,180 00	1,180 00	680 00	.....
.....	\$5,085 67	Grand total.	\$26,117 38	\$26,117 38	\$2,781 71	.....
LIABILITIES.						
\$5,500 00	.....	Capital stock....	\$210,000 00	\$210,000 00	\$195,000 00	.....
.....	\$585,000 00	Funded debt....	262,000 00	262,000 00	.....	\$323,000 00
.....	.....	Profit and loss....	4,980 30	4,980 30	.....	.....
\$5,500 00	\$585,000 00	Grand total.	\$476,980 30	\$476,980 30	\$195,000 00	\$323,000 00

Comparative Tables.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
Total.		Total.		
\$43,572,899 43	Cost of road	\$44,068,160 42	\$495,260 99	
5,391,067 74	Cost of equipment	5,528,613 13	137,545 39	
301,850 00	Stocks owned	301,850 00		
41,200 00	Bonds owned	48,200 00	7,000 00	
3,843,306 58	Advances, new branches, including A. B. & N. W. Ry..	4,195,521 26	352,214 68	
231,815 56	Lands owned	414,093 11	182,277 55	
2,911,335 25	Cash and current assets	1,755,742 08		\$1,155,593 17
	Other Assets:			
377,982 39	Materials and supplies	669,576 77	291,594 38	
219,991 70	Profit and loss			219,991 70
\$56,891,448 65	Grand total	\$56,981,756 77	\$90,308 12	
	LIABILITIES.			
\$21,000,000 00	Capital stock	\$21,000,000 00		
33,318,404 61	Funded debt	33,686,697 31	368,292 70	
2,485,044 04	Current liabilities	1,526,179 35		\$938,864 69
83,000 00	Real estate mortgage, accrued interest on funded debt not yet payable	83,000 00		
25,000 00	Bills payable	25,000 00		
	Profit and loss	660,880 11	660,880 11	
\$56,891,448 65	Grand total	\$56,981,756 77	\$90,308 12	

Comparative Tables.

NORTHERN PACIFIC.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.		Year ending June 30, 1900.	
		Item.	Total.	Increase.	Decrease.
\$297,156,570 48	Cost of road..		\$290,999,678 48		\$6,156,892 00
14,930,396 31	Cost of equip- ment		17,163,139 33	\$2,232,743 02	
	Stocks owned	3,111,378 31			
3,347,407 34	Bonds owned	10,225,643 52	13,337,021 83	9,989,614 49	
475,797 61	Ins. fund as- sets		522,695 44	46,897 83	
692,157 05	Lands owned, Land Dept. curr't assets		1,991,902 38	1,299,745 33	
8,511,241 01	Cash and cur- rent assets..		11,130,706 49	2,619,465 48	
1,174,239 68	Bet. Enlg. f'd assets		3,095,676 30	1,921,436 62	
	Other Assets:				
1,763,216 26	Material and supplies		3,011,460 68	1,248,244 42	
110,932 60	Sinking fund, cash		281,730 66	170,798 06	
795,991 73	Advances to sub-lines				795,991 73
298,350 00	Cash & bonds available for red. of mtg. debt				298,350 00
\$329,256,300 07	Grand total		\$341,534,011 59	\$12,277,711 52	\$7,251,233 73
	LIABILITIES				
\$155,000,000 00	Capital stock		\$155,000,000 00		
180,387,600 00	Funded debt		171,343,596 76	\$10,958,996 76	
1,612,400 00	Gen. Mtg. con- version fund				1,612,400 00
6,275,337 42	Cur. liabilities		7,996,813 41	1,721,475 99	
436,400 00	Accrued Int. on funded debt not yet payable		531,837 92	95,437 92	
647,778 95	Liquidat'n f'd		631,263 21		16,515 74
475,797 61	Ins. fund		522,695 44	46,897 83	
3,000,000 00	Special Res. f'd for divi- dends on pfd stock		3,000,000 00		
1,420,986 09	Profit and loss		2,504,804 85	1,083,818 76	
\$329,256,300 07	Grand total		\$341,534,011 59	\$12,277,711 52	

Comparative Tables.

NORTHWESTERN COAL R'Y CO.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
Total.		Total.	Increase.	Decrease.
\$924,235 96	Cost of road	\$775,729 66		\$148,506 30
17,849 86	Cost of equipment	17,849 86		
999,300 00	Lands owned	999,300 00		
15,707 05	Cash and current assets.....	19,701 41	3,994 36	
	Other Assets:			
5,354 02	Materials and supplies	3,849 22		1,504 80
493 67	Sundries	1,150 69	757 02	
3,404 07	Profit and loss			
\$1,966,344 63	Grand total	\$1,817,580 84		\$148,763 79
	LIABILITIES.			
\$1,000,000 00	Capital stock	\$1,000,000 00		
944,000 00	Funded debt	944,000 00		150,000 00
14,401 19	Current liabilities	11,108 41		3,292 78
7,943 44	Accrued interest on funded debt not yet payable.....	6,616 66		1,326 78
	Profit and loss	5,855 77	5,855 77	
\$1,966,344 63	Grand total	\$1,817,580 84		\$148,763 79

OSHKOSH TRANSPORTATION CO. (OPERATED BY C. & N. W.).

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.
Total.		Total.	Increase.
\$70,000 00	Cost of road	\$70,000 00	
3,756 05	Cost of equipment	3,848 14	\$92 09
\$73,756 05	Grand total	\$73,848 14	\$92 09
	LIABILITIES.		
\$70,000 00	Capital stock	\$70,000 00	
3,756 05	Profit and loss	3,848 14	92 09
\$73,756 05	Grand total	\$73,848 14	\$92 09

Comparative Tables.

ST. PAUL & DULUTH.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.	Year ending June 30, 1900.	
			Increase.	Decrease.
\$11,863,818 81	Cost of road	\$8,030,318 07		\$3,833,500 74
1,471,940 87	Cost of equipment.....	1,973,183 02	\$501,242 15	
\$13,335,759 68		\$10,003,501 09		
209,599 00	Stocks owned	210,068 38	469 38	
1,000 00	Bonds owned	1,001 00	1 00	
1,732 26	Land for quarries near Kettle River			1,732 26
\$212,331 26		\$211,069 38		
493,896 83	Land contracts and notes			493,896 83
771,625 08	Cash and current assets	376,232 93		395,392 15
	Other Assets:			
86,301 45	Materials and supplies	114,221 89	27,920 44	
152,281 79	Sinking fund	175,526 04	23,244 25	
91,083 20	Equipment trust			91,083 20
	J. P. Morgan & Co. in acct. with Redemption Fund for retirement of preferred stock	245,444 20	245,444 20	
\$15,143,279 29	Grand total	\$11,125,995 53		\$4,017,283 76
	LIABILITIES.			
\$8,759,740 51	Capital stock	\$4,897,351 67		\$3,862,388 84
5,010,583 20	Funded debt	5,265,429 73	254,846 53	
250,624 69	Current liabilities	244,340 55		6,284 14
63,800 00	Accrued interest on funded debt not yet payable	64,946 25	1,146 25	
152,281 79	Sinking fund for redemption of T. F. & S. S. R. R. bonds	168,163 84	15,882 05	
	Sinking fund for redemption of S. & St. P. R. R. bonds	7,362 20	7,362 20	
4,800 00	Preferred shares drawn for retirement but not surrendered for cancellation	2,800 00		2,000 00
5,128 73	Redemption fund for retirement of preferred stock.....	248,823 47	243,694 74	
28,266 13	T. F. & S. S. land and stumpage rets.	41,743 70	13,477 57	
506,583 83	Defined Land and S. receipts..			506,583 83
361,470 41	Profit and loss	185,034 12		176,436 29
\$15,143,279 29	Grand total	\$11,125,995 53		\$4,017,283 76

Comparative Tables.

WINONA BRIDGE R'Y CO.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.		June 30, 1900.	Year ending June 30, 1900.
Total.	ASSETS.	Item.	Decrease.
\$784,000 00	Cost of road	\$784,000 00	.....
20,197 91	Profit and loss	16,055 90	\$4,742 01
\$804,797 91	Grand total	\$800,055 90	\$4,742 01
	LIABILITIES.		
\$400,000 00	Capital stock	\$400,000 00	.....
384,000 00	Funded debt	384,000 00	.....
14,397 91	Current liabilities	9,655 90	\$4,742 01
6,400 00	Accrued interest on funded debt not yet payable	6,400 00	.....
\$804,797 91	Grand total	\$800,055 90	\$4,742 01

Comparative Tables.

WISCONSIN & MICHIGAN.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1899.	ASSETS.	June 30, 1900.		Year ending June 30, 1900.	
Total.		Total,	Item.	Increase.	Decrease.
\$1,902,000 00	Cost of road	\$1,934,333 58	\$1,934,333 58	\$32,333 58	.....
234,483 97	Cost of equipment ...	112,294 69	112,294 69	.....	122,189 28
	Other permanent investments		3,992 46	.....	.....
	Cash and current assets		74,235 75	.....	.....
	Other Assets:				
	Materials and supplies		2,337 21	.....	.....
	Profit and loss		113,562 48	.....	.....
\$2,126,483 97	Grand total	\$2,046,628 27	\$2,240,746 17	\$32,333 58	\$122,189 28
	LIABILITIES.				
\$951,500 00	Capital stock	\$951,500 00	\$951,500 00	.....	.....
951,000 00	Funded debt	951,000 00	951,000 00	.....	.....
	Current liabilities		338,246 17	.....	.....
\$1,902,500 00	Grand total	\$1,902,500 00	\$2,240,746 17	.....	.....

WHITCOMB & MORRIS.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1900.
	Total.
Cost of road	\$7,094 40
Cost of equipment	2,975 00
Cash and current assets	424 10
Grand total	\$10,493 50
LIABILITIES.	
Capital stock	\$10,000 00
Profit and loss	493 50
Grand total	\$10,493 50

Comparative Tables.

WISCONSIN CENTRAL.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1900.
	Total.
Cost of road	\$48,101,297 45
Cost of equipment	4,067,632 07
Stocks owned	2,696,649 12
Bonds owned	445,000 00
Impls., real estate and improvements	524,705 12
Geo. Cappell, trustee	78,038 19
Lands owned, cont.	259,304 98
Cash and current assets	1,564,985 87
Other Assets:	
Materials and supplies	644,477 52
Sinking fund	44,581 44
Sundries	311 39
Grand total	\$58,026,983 15
LIABILITIES.	
Capital stock	\$30,000,000 00
Funded debt	26,276,500 00
Current liabilities	854,331 47
Real estate mortgage	3,855 00
Accrued interest on funded debt not yet payable	15,520 00
Deposit under reorganization plan in suspense	31,899 84
Equipment renewal account	21,772 57
Rebuilding expense	4,750 00
Sundries	420 62
Land department income	324,988 51
Profit and loss	492,915 14
Grand total	\$58,026,983 15

Comparative Tables.

WISCONSIN WESTERN (SUCCESSOR TO KICKAPOO V. & N.)

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1900.
	Total.
Cost of road	\$526,787 08
Cost of equipment	19,304 00
Lands owned, right of way and depot grounds and 65 village lots..	
Cash and current assets	5,163 39
Other Assets:	
Materials and supplies	8,494 39
Profit and loss	6,261 69
Grand total	\$565,990 55
LIABILITIES.	
Capital stock	\$521,400 00
Current liabilities	44,590 55
Grand total	\$565,990 55

Statistical Tables

Capital stock of local and proportional—Wisconsin, June 30, 1901.

NAME OF COMPANY.	Number of shares authorized.	Common	Preferred	Total.
1 Alton and Northern R.	1,000,000	1,000,000		\$10,000,000
2 Alton & Western	1,000,000	1,000,000		10,000,000
3 Baraboo Transfer	31,000,000	31,000,000		31,000,000
4 Chicago, M. & N. Pac.	225,000,000	112,500,000	112,500,000	225,000,000
5 Chicago & North Western	100,000,000	100,000,000		100,000,000
6 C. & P. Minn. & Co.	100,000,000	100,000,000		100,000,000
7 C. & Burlington & Co.	100,000,000	100,000,000		100,000,000
8 C. & Lake Shore & East.	1,000,000	1,000,000		100,000,000
9 Chicago & Lake Superior	10,000,000	10,000,000		1,000,000,000
10 C. & Madison & North	100,000	100,000		10,000,000
11 C. & Menomonie	100,000	100,000		10,000,000
12 C. & Superior & West.	100,000	100,000		10,000,000
13 C. & Superior & West.	100,000	100,000		10,000,000
14 East Ky. Co. of Mill.	100,000	100,000		10,000,000
15 Great Bay & Western	100,000	100,000		10,000,000
16 Hazlet & N. Eastern	100,000	100,000		10,000,000
17 Iowa & Northern	100,000	100,000		10,000,000
18 Keweenaw, C. B. & West.	100,000	100,000		10,000,000
19 L. E. Ter. & Tr. Ry. Co.	100,000	100,000		10,000,000
20 Madison Ry. Co.	100,000	100,000		10,000,000
21 Milwaukee & Superior	100,000	100,000		10,000,000
22 Marshfield & North East	100,000	100,000		10,000,000
23 Mar. & Tomah & West'n	100,000	100,000		10,000,000
24 Minnesota & Wisconsin	100,000	100,000		10,000,000
25 M. & P. & East N. W.	100,000	100,000		10,000,000
26 Northern Pacific	100,000	100,000		10,000,000
27 Northwestern Coal Ry. Co.	100,000	100,000		10,000,000
28 Oshkosh Transport'n Co.	100,000	100,000		10,000,000
29 Winona Bridge Ry. Co.*	100,000	100,000		10,000,000
30 Wisconsin & Michigan	100,000	100,000		10,000,000
31 Wisconsin & Morris	100,000	100,000		10,000,000
32 Wis. Central Ry. Co.	100,000	100,000		10,000,000
33 Hawthorn, Neb. & Sup.	100,000	100,000		10,000,000
34 St. Paul & Duluth Ry.	100,000	100,000		10,000,000
35 Wisconsin Western Ry.	100,000	100,000		10,000,000
	1,227,866.82	608,382.38	421,616.00	\$122,501,622.73

*Proportional.

Statistical Tables.

Capital stock of interstate railways.

NAME OF COMPANY.	Par value of shares.	Total amount issued and outstanding.	DIVIDENDS DECLARED 1900.	
			Rate.	Amount.
1 Abbotsford & Northeastern	\$100 00	\$120,000 00	.....	\$11,197 58
2 Ahnapee & Western	100 00	439,500 00	.....	.....
3 Bayfield Transfer	100 00	3,000,000 00	.....	.....
4 Chicago, Milwaukee & St. Paul..	100 00	22,504,826 00	2½, 3½	1,250,604 10
5 Chicago & Northwestern	100 00	19,026,321 60	.....	1,222,625 58
6 Chicago, St. Paul, Minn. & Omaha	100 00	14,134,207 56	.....	712,189 58
7 Chicago, Burlington & Quincy*	100 00	3,416,128 25	6	202,189 82
8 Chicago, Lake Shore & Eastern ..	100 00	100,000 00	.....	.....
9 Chicago & Lake Superior	100 00	18,000 00	.....	.....
10 Chicago, Madison & Northern ..	100 00	19,738 48	.....	.....
11 Chippewa River & Menomonie ..	100 00	.....	.....	.....
12 Duluth, South Shore & Atlantic*	100 00	4,288,000 00	.....	.....
13 Duluth, Superior & Western	100 00	1,000,000 00	.....	185,070 00
14 Eastern Railway Co. of Minn.....	.....	.....	.....	.....
15 Green Bay & Western	100 00	2,500,000 00	2½	62,500 00
16 Hazelhurst & South Eastern	25 00	100,000 00	6	6,000 00
17 Iola & Northern	100 00	71,400 00	.....	.....
18 Keweenaw, Green Bay & Western	100 00	664,950 00	.....	.....
19 Lake Sup. Term. & Trans. Ry. Co.	.....	.....	.....	.....
20 Mattoon Ry. Co.	100 00	4,000 00	.....	.....
21 Milwaukee & Superior .....	.....	.....	.....	.....
22 Marshfield & South Eastern	100 00	400,000 00	.....	.....
23 Marinette, Tomahawk & Western	100 00	161,500 00	.....	.....
24 Minnesota & Wisconsin	100 00	200,000 00	.....	.....
25 Minn., St. P. & Sault Ste. Marie	100 00	4,452,000 00	.....	.....
26 Northern Pacific	100 00	3,240,000 00	3 & 4	112,320 00
27 Northwestern Coal Ry. Co.	100 00	1,000,000 00	.....	.....
28 Oaklsh Transportation Co.	100 00	70,000 00	.....	5,050 00
29 Winona Bridge Ry. Co.	100 00	209,600 00	.....	.....
30 Wisconsin & Michigan	100 00	491,800 00	.....	.....
31 Whitcomb & Morris	100 00	10,000 00	.....	.....
32 Wisconsin Central Ry. Co.	100 00	26,713,290 00	.....	.....
33 Hawthorn, Nebagamon & Sup....	100 00	.....	.....	.....
34 St. Paul & Duluth Ry.	100 00	269,254 24	7	15,360 92
35 Wisconsin Western Ry.	100 00	521,400 00	.....	.....
	100 00	\$109,086,016 23	.....	\$3,785,107 54

Statistical Tables.

FUNDED DEBT—WISCONSIN.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900.

NAME OF COMPANY.	Class of bonds or obligations.	TIME.	
		Date of issue.	When due.
1 Abbotsford & Northeastern.....	Com. 1st Mtg.....	Oct. 1, 1889	Oct. 1, 1919
2 Ahnapee and Western.....	1st Mtg.....	May 31, 1892	July 1, 1902
3 Big Falls R'y Co.....	Chattel Mtg.....	July 12, 1898	Jan. 12, 1900
4 Bayfield Transfer R'y.....	1st Mtg.....	Jan. 15, 1897	Jan. 15, 1927
5 Chicago, Milwaukee & St. Paul.....	Mtg. Bonds.....		
6 Chicago & Northwestern.....			
7 Chicago, St. Paul, Minn. & Omaha.....			
8 Chicago, Burlington & Quincy.....	Various.....		
9 Chicago, Lake Shore & Eastern.....	1st Mtg.....	July 1, 1894	July 1, 1914
10 Chicago & Lake Superior.....	1st Mtg.....	Aug. 1, 1897	
11 Chicago, Madison & Northern.....	1st Mtg.....	1888	1935
12 Drummond & South Western.....	1st Mtg.....	Nov. 2, 1891	Nov. 2, 1921
13 Duluth, South Shore & Atlantic.....	Various.....		
14 Eastern Railway Co. of Minnesota.....	Car Companies.....		
15 Green Bay and Western.....	Income Bonds.....	Aug. 1, 1893	
16 Kewaunee, Green Bay & Western.....	1st Mtg.....	1891	1921
17 Lake Super. Term. & Transfer R'y Co.....			
18 Marshfield & South Eastern.....	1st Mtg.....	Feb. 20, 1896	Feb. 20, 1897
19 Minnesota & Wisconsin.....	1st Mtg.....	July 6, 1899	July 19, 1900
20 Minn., St. Paul & Sault Ste. Marie.....	Various.....		
21 Northern Pacific.....	Car Companies.....		
22 Northwestern Coal R'y Co.....	1st Mtg.....	1893	1923
23 Winona Bridge R'y Co.....	Various.....	Sept. 1, 1900	Sept. 1, 1915
24 Wisconsin & Michigan.....	1st Mtg.....	Jan. 1, 1895	Jan. 1, 1945
25 Wisconsin Central R'y Co.....	Various.....		
26 St. Paul & Duluth.....	Various.....		

Statistical Tables.

FUNDED DEBT--WISCONSIN.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900--Con.

NAME OF COMPANY.	Amount of authorized issue.	Amount issued.	Amount outstand- ing.	Cash real- ized on amount issued.
1 Abbotsford & Northeastern	\$112,000 00	\$112,000 00	\$112,000 00	Issued for construct'n \$289,000
2 Ahnapee & Western.....	340,000 00	340,000 00	340,000 00	
3 Big Falls R'y Co.....			7,715 49	
4 Bayfield Transfer R'y.....	1,500,000 00	1,500,000 00	1,500,000 00	
5 Chicago, Milwaukee & St. Paul			33,691,664 00	
6 Chicago & Northwestern.....		45,027,077 11	41,604,401 07	
7 Chi., St. Paul, Minn. & Omaha.	17,529,589 98	11,676,322 48	11,313,882 58	4,112,810 83
8 Chicago, Burlington & Quincy..	6,014,809 40	6,014,809 40	4,715,698 77	
9 Chicago, Lake Shore & East'n ..	130,000 00	130,000 00	130,000 00	
10 Chicago & Lake Superior.....	36,000 00	36,000 00	36,000 00	
11 Chicago, Madison & Northern..	2,712,060 40	2,712,060 40	2,712,060 40	2,712,060 40
12 Drummond & South Western..	50,000 00	50,000 00	50,000 00	50,000 00
13 Duluth, South Shore & Atlan'c	5,509,600 00	4,560,358 00	4,462,000 00	
14 Eastern R'y Co. of Minnesota..	1,708,000 00	828,380 00	828,380 00	799,545 06
15 Green Bay & Western.....	7,600,000 00	7,600,000 00	7,600,000 00	
16 Kewaunee, Green Bay & West'n	408,000 00	408,000 00	408,000 00	
17 L. S. p'r Term. & Tran-f'r R'y Co			1,950 00	
18 Marshfield & South Eastern.....	1,950,000 00	450,000 00	450,000 00	
19 Minnesota & Wisconsin.....	262,000 00	262,000 00	243,750 00	
20 Minn., St. P. & S. Ste. Marie...	12,691,268 00	9,959,612 00	8,882,560 00	7,313,212 63
21 Northern Pacific.....	4,399,728 80		3,556,841 60	
22 Northwestern Coal R'y Co.....	2,000,000 00	1,000,000 00	794,000 00	
23 Winona Bridge R'y Co.....	209,600 00	201,216 00	201,216 00	201,216 00
24 Wisconsin & Michigan.....	490,716 00	490,716 00	490,716 00	
25 Wisconsin Central R'y Co.....	31,916,829 94	29,002,410 00	22,847,341 16	
26 St. Paul & Duluth.....	501,050 00	231,050 00	269,857 50	280,401 96
Total.....	\$98,091,252 52	\$122,661,991 39	\$147,443,084 57	\$15,758,246 88

Statistical Tables.

FUNDED DEBT—WISCONSIN.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900—Con.

NAME OF COMPANY.	INTEREST.			
	Rate.	When payable.	Amount accrued during year.	Amount paid during year.
	Pct.			
1 Abbotsford & Northeastern	6	Oct. and Apr. . .	\$6,720 00	.....
2 Ahnapee & Western	6	Semi-annually.	20,400 00	12,000 00
3 Big Falls R'y Co.				540 08
4 Bayfield Transfer R'y.	5	Semi-annually.	75,000 00	.....
5 Chicago, Milwaukee & St. Paul.			1,704,061 48	1,761,337 13
6 Chicago & Northwestern			2,167,199 67	2,161,823 35
7 Chicago, St. P. & Minn. & Omaha			601,127 48	1,598,915 10
8 Chicago, Burlington & Quincy			233,967 27	234,097 30
9 Chicago, Lake Shore & Eastern	6	Semi-annually.	7,800 00	7,800 00
10 Chicago & Lake Superior	6	Semi-annually.	2,160 00	.....
11 Chicago, Madison & Northern	5	Semi-annually.	135,603 02	135,603 02
12 Drummond & South Western	6	Semi-annually.	3,000 00	3,000 00
13 Duluth, South Shore & Atlantic			167,781 80	167,781 80
14 Eastern Railway Co. of Minnesota.			36,975 00	36,962 65
15 Green Bay & Western			15,000 00	15,000 00
16 Kewaunee, Green Bay & Western	5	Semi-annually.	20,400 00	20,400 00
17 Lake Sup'r Term. & Tran R'y Co.	6 & 5	Annually.	27,000 00	.....
18 Marshfield & South Eastern	4			.....
19 Minnesota & Wisconsin	4 & 5	Semi-annually.	365,238 40	340,115 04
20 Minn., St. P. & Sault Ste. Marie			121,990 96	121,808 97
21 Northern Pacific	5	Semi-annually.	40,840 57	40,816 53
22 Northwestern Coal R'y Co.	5	Semi-annually.	10,060 80	10,060 80
23 Winona Bridge R'y Co.	5	Semi-annually.	24,535 40	142 01
24 Wisconsin & Michigan			904,359 06	463,272 82
25 Wisconsin Central R'y Co.			13,295 37	13,235 75
26 St. Paul & Duluth				
Total			\$5,698,816 68	\$6,187,515 35

* Proportionate.

Statistical Tables.

A UNDED DEBT—WHOLE LINE.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900.

NAME OF COMPANY.	Class of bonds or obligations.	TIME.	
		Date of issue.	When due.
1 Abbttsford & Northeastern.....	Com 1st Mtg.....	Oct. 1, 1889	Oct. 1, 1919
2 Ahnapee & Western.....	1st Mtg.....	May 31, 1892	July 1, 1902
3 Big Falls R'y Co.....	Chattel Mtg.....	July 12, 1898	Jan. 12, 1900
4 Bayfield Transfer R'y.....	1st Mtg.....	Jan. 15, 1897	Jan. 15, 1927
5 Chicago, Milwaukee & St. Paul.....	Mtg. Bonds.....	.....	.....
6 Chicago & Northwestern.....	Various.....	.....	.....
7 Chicago, St. Paul, Minn. & Omaha.....	Various.....	.....	.....
8 Chicago, Burlington & Northern.....	Various.....	.....	.....
9 Chicago, Lake Shore & Eastern.....	Various.....	.....	.....
10 Chicago & Lake Superior.....	1st Mtg.....	Aug. 1, 1897	.....
11 Chicago, Madison & Northern.....	1st Mtg.....	1888	.....
12 Drummond & South Western.....	1st Mtg.....	Nov. 2, 1891	Nov. 2, 1921
13 Duluth, South Shore & Atlantic.....	1st Mtg.....	.....	.....
14 Duluth, Superior & Western.....	1st Mtg.....	Aug. 13, 1897	July 1, 1947
15 Eastern Railway Co. of Minnesota.....	1st Mtg.....	Apr., 1898	Apr., 1848
16 Green Bay & Western.....	Income Bds.....	Aug. 1, 1896	.....
17 Kewaunee, Green Bay & Western.....	1st Mtg.....	1891	1921
18 Marshfield & South Eastern.....	1st Mtg.....	Feb. 20, 1896	Feb. 25, 1897
19 Minnesota & Wisconsin.....	1st Mtg.....	July 1, 1896	July 19, 1919
20 Minneapolis, St. P. & Sault Ste. Marie.....	Various.....	.....	.....
21 Northern Pacific.....	Various.....	.....	.....
22 Northwestern Coal R'y Co.....	1st Mtg.....	1893	1923
23 Wisconsin & Michigan.....	1st Mtg.....	Jan. 1, 1895	Jan. 1, 1945
24 Wisconsin Central R'y Co.....	Various.....	.....	.....
25 St. Paul & Duluth.....	Various.....	.....	.....

Statistical Tables.

FUNDED DEBT—WHOLE LINE.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900—Con.

NAME OF COMPANY.	Amount of authorized issue.	Amount issued	Amount outstand- ing.	Cash real- ized on amount issued.
1 Abbotsford & Northeastern....	\$112,000 00	\$112,000 00	\$112,000 00	Issued for construct'n 289,000 00
2 Ahnapee & Western.....	340,000 00	340,000 00	340,000 00	
3 Big Falls R'y Co.....			7,715 49	
4 Bayfield Transfer R'y.....	1,500,000 00	1,500,000 00	1,500,000 00	
5 Chicago, Milwaukee St. Paul..			131,147,000 00	
6 Chicago & Northwestern.....	348,171,000 00	156,748,000 00	144,833,000 00	99,050,700 29
7 Chic. St. P. Minn. & Omaha...	42,219,800 00	28,104,800 00	27,255,800 00	9,908,000 08
8 Chicago, Burlington & North'n	174,202,000 00	174,202,000 00	135,599,100 00	
9 Chicago, Lake Shore & East'n..	3,230,000 00	3,230,000 00	3,230,000 00	
10 Chicago & Lake Superior.....	36,000 00	36,000 00	36,000 00	
11 Chicago, Madison & Northern..	6,870,000 00	6,870,000 00	6,870,000 00	6,870,000 00
12 Drummond & South Western..	50,000 00	50,000 00	50,000 00	50,000 00
13 Duluth, South Shore & Atlan'c	28,400,000 00	23,507,000 00	23,000,000 00	12,552,000 00
14 Duluth, Superior & Western...	500,000 00	500,000 00	500,000 00	
15 Eastern R'y Co. of Minnesota...	20,000,000 00	9,700,000 00	9,700,000 00	9,403,412 50
16 Green Bay & Western.....	7,600,000 00	7,600,000 00	7,600,000 00	
17 Kewaunee, Green Bay & West'n	408,000 00	408,000 00	408,000 00	
18 Marshfield & South Eastern....	1,950,000 00	450,000 00	450,000 00	
19 Minnesota & Wisconsin.....	262,000 00	262,000 00	243,750 00	
20 Minn., St. P. & Sault Ste. Marie	49,579,000 00	36,741,000 00	33,018,000 00	27,373,138 87
21 Northern Pacific.....	210,110,000 00		171,002,000 00	
22 Northwestern Coal R'y Co.....	2,000,000 00	1,000,000 00	794,000 00	
23 Wisconsin & Michigan.....	951,000 00	951,000 00	951,000 00	
24 Wisconsin Central R'y Co.....	36,590,000 00	33,317,000 00	26,276,500 00	
25 St. Paul & Duluth.....	9,110,000 00	5,110,000 00	4,908,500 00	5,098,217 50
Total	\$952,190,800 00	\$190,738,800 00	\$730,130,365 49	\$170,597,469 24

Statistical Tables.

FUNDED DEBT—WHOLE LINE.

Mortgage bonds, miscellaneous obligations and income bonds, June 30, 1900—Con.

NAME OF COMPANY.	INTEREST.			
	Rate.	When payable.	Amount accrued during year.	Amount paid during year.
	Pct.			
1 Abbotsford & Northeastern	6	Semi-annually..	\$3,720 00	.....
2 Ahnapee & Western.....	6	Semi-annually..	20,400 00	\$12,000 00
3 Big Falls R'y Co.....				540 08
4 Bayfield Transfer R'y.....	5	Semi-annually..	*75,000 00	.....
5 Chicago, Milwaukee & St. Paul.....		Semi-annually..	6,633,170 41	6,856,119 59
6 Chicago & Northwestern.....		Semi-annually..	6,938,477 21	6,921,357 28
7 Chicago, St. Paul, Minn. & Omaha.....	6 & 7	Semi-annually..	1,448,151 00	1,442,821 25
8 Chicago, Burlington & Northern.....		Semi-annually..	6,743,437 29	6,885,214 96
9 Chicago, Lake Shore & Northern.....	5 & 6	Semi-annually..	168,700 00	168,700 00
10 Chicago & Lake Superior.....	6	Semi-annually..	2,160 00	.....
11 Chicago, Madison & Northern.....	5	Semi-annually..	343,500 00	343,500 00
12 Drummond & South Western.....	6	Semi-annually..	3,000 00	3,000 00
13 Duluth, South Shore & Atlantic.....	4, 5, 6	Semi-annually..	859,700 00	859,700 00
14 Duluth, Superior & Western.....	4	Semi-annually..	20,000 00	20,000 00
15 Eastern R'y Co. of Minnesota.....	4 & 5	Semi-annually..	435,000 00	434,890 00
16 Green Bay & Western.....			15,000 00	15,000 00
17 Keweenaw, Green Bay & Western.....	5	Semi-annually..	20,400 00	20,400 00
18 Marshfield & South Eastern.....	5 & 6	Annually.....	27,000 00	.....
19 Minnesota & Wisconsin.....	4			
20 Minn., St. P. & Sault Ste. Marie.....	4 & 5	Semi-annually..	1,320,360 00	1,249,240 00
21 Northern Pacific.....		Semi-annually..	5,884,050 00	6,004,431 50
22 Northwestern Coal R'y Co.....	5	Semi-annually..	40,840 57	40,618 53
23 Wisconsin & Michigan.....	5	Semi-annually..	47,550 00	275 00
24 Wisconsin Central R'y Co.....		Semi-annually..	1,035,703 98	525,883 48
25 St. Paul & Duluth.....		Semi-annually..	241,734 17	240,650 00
Total.....			\$32,310,954 63	\$32,040,339 67

*Statistical Tables.***2. FUNDED DEBT — WISCONSIN.**

Equipment trust obligations June 30, 1900.

NAME OF COMPANY.	Series or other designation.	Cash paid on delivery of equipment.	DEFERRED PAYMENT PRINCIPAL.	
			Original amount.	Amount outstanding.
1 Chicago & Northwestern			\$3,661,052 50	\$9,124,167 77
2 Duluth, S. Shore & Atlan'c.	Car companies.	\$14,449 12	216,837 66	81,829 46
3 East'n R'y Co of Minnesota	Car trust notes.			15,050 10
4 Minn. St. P. & S. Ste. Marie	Car companies.	43,091 97	327,679 06	138,825 61
5 Northern Pacific	Car companies.	918 83	9,134 52	7,167 61
6 St. Paul & Duluth	Car companies	2,461 53	24,505 08	21,078 27
Total		\$50,931 50	\$10,239,203 83	\$3,393,118 32

Statistical Tables.

FUNDED DEBT — Continued — WISCONSIN.

Equipment trust obligations June 30, 1900.

NAME OF COMPANY.	DEFERRED PAYMENTS — INTEREST.				Rate.
	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	
1 Chicago & Northwestern.....	.....	.....	\$259,504 15	\$290,431 80	
2 Duluth, S. Shore & Atlantic.....	.....	.....	.....	.....
3 Eastern R'y Co of Minnesota.....	.....	None.....	.....	.....
4 Minn., St. P. & S. Ste. Marie.....	\$6,701 99	\$2,938 19	1,976 78	1,976 78	5 per ct.
5 Northern Pacific.....	Interest	computed	with prin	cipal.....	
6 St. Paul & Duluth.....	.....	.....	.....	.....
Total.....	\$6,701 99	\$2,938 19	\$201,480 93	\$292,408 58	5 per ct.

Statistical Tables.

Current assets and liabilities. Cash and current assets available for payment.
Liabilities June 30, 1900.

Name of Company.	Cash.	Bills receivable.	Due from agents, con- ductors and paymasters.	Net traffic balances due from other companies.
1 Abbotsford & Northeastern	\$349 57			\$7 92
2 Ahnapee & Western	629 18		\$20 00	
3 Big Falls R'y Co.	45 79		1,972 91	
4 Bayfield Harbor & Great Western, operated by Bayfield Transfer	261 17		3,300 46	
5 Chicago, Milwaukee & St. P.	1,307,210 17		140,348 42	
6 Chicago & Northwestern	1,152,529 83	22,183 97	664,386 93	
7 Chl., St. P., Minn. & O.*	522,743 88	513 90	155,950 12	
8 Chl., Burlington & Quincy*	110,593 25	17,704 92	178 04	
9 Chl., Lake Shore & East.*	4,582 05		9,429 47	
10 Chicago & Lake Superior			279 20	
11 Chl., Mad. & North'n, oper- ated by Illinois Central*		3,522 27		
12 Chp. Riv. & Menomonee				
13 Drummond & S. W.				
14 Duluth, S. Shore & Atl'tic*	3,454 64	31 64	13,006 78	8,460 10
15 Dul., Sup. & W. Term. Co.	173,672 80			
16 Eastern Ry. Co. of Minn.*	12,234 21	1,020 00	219 56	262,354 59
17 Green Bay & Western	37,848 80		11,228 22	6,761 19
18 Halthorne, Nebag. & Sup.	372 09			1,652 26
19 Hazelhurst & S. Eastern	1,822 76			2,074 04
20 Iola & Northern	1,931 92		169 74	
21 Kew'nec, Green Bay & W.	11,982 12		2,550 56	3,795 26
22 Marshfield & South Eastern	8,307 00			
23 Marinette, Tomah'k & W.	1,123 05		449 74	
24 Minnesota & Wisconsin	1,144 81		13,643 23	
25 M., St. P. & Sault Ste. M.	193,229 68	1,829 76	56,197 45	15,734 37
26 Northern Pacific*	192,544 42	978 72	15,915 22	6,974 61
27 Northwestern Coal Ry. Co.	754 97			
28 St. Paul & Duluth*	11,569 16	619 50	4,819 60	
29 Winona Bridge Ry. Co.*				
30 Wisconsin & Michigan	13,049 60		2,003 98	22,864 05
31 Whitcomb & Morris	424 10			
32 Wisconsin Central*	725,738 72	22 35	175,341 81	
33 Wis. Western (suc. to Kick- apoo V. & N.)	1,767 99		2,650 85	
	\$4,484,468 13	\$48,426 49	\$1,274,067 29	\$330,678 39

*Proportionate.

†Red figures.

Statistical Tables.

Current assets and liabilities. Cash and current assets available for payment.
Liabilities June 30, 1900—continued.

Due from solvent companies and individuals.	Other cash assets (except material and supplies.)	Due from U. S. government.	Balance current liabilities.	Total.	Material and supplies on hand.	No.
\$439 66			\$7,061 69	\$8,458 84		1
1,525 30			108,503 37	110,677 85	\$400 00	2
				2,018 70		3
			361,499 71	365,061 34		4
57,766 77		\$90,236 31		1,595,561 67	897,489 80	5
30,009 49		122,137 38		1,991,247 60	867,448 25	6
36,112 81				715,320 77	280,837 00	7
85,657 97	\$809 07			214,943 25	118,194 78	8
17,353 92			81,876 28	113,241 72	8,357 96	9
736 13			15,614 39	16,629 72		10
945 32			1,500,871 44	1,505,339 03		11
23,254 97			30,722 58	53,977 55		12
			†111,205 31	†111,205 31	56 30	13
42,435 02			421,787 27	489,174 85	44,659 25	14
79,943 77				258,616 57		15
	987 09			276,815 45	10,849 16	16
1,840 09	158,570 34		41,118 91	257,367 55	10,376 90	17
				2,024 35		18
			591 16	4,487 96		19
57 33				2,158 99		20
	19,860 97			38,188 91		21
29,972 43				38,279 43		22
2,284 23			262,045 06	265,902 08		23
2,495 16				17,288 20	1,180 00	24
105,226 04				372,217 30	141,950 27	25
15,105 72				231,518 69	62,638 38	26
18,020 27	926 17			19,701 41	3,849 22	27
3,684 52			13,438 73	34,131 51	6,282 20	28
			5,021 06	5,021 06		29
16,516 91			136,334 98	†174,670 32		30
				424 10		31
55,270 94	1,397 40			957,771 22	†394,420 24	32
	744 55		†39,427 36	44,590 75	8,494 39	33
\$626,654 77	\$183,295 59	\$212,373 69	\$2,986,486 63	\$10,182,828 74	\$2,857,484 10	.....
†Red figures				111,205 31		
				\$10,294,034 05		

See †, \$3,049.60 deduct.

Statistical Tables.

Current assets and liabilities—Current liabilities accrued to and including June 30, 1900.

Name of Company.	Loans and bills payable	Audited vouchers and accounts.	Wages and salaries.	Net traffic balances due to other companies.
1 Abbotsford & Northeast'n		\$1,733 20		\$5 64
2 Ahnapee & Western	\$69,084 76		\$1,762 00	\$831.09
3 Bayfield Harbor & Great Western, operated by Bayfield Transfer	104,612 21	965 46	84 02	
4 Chicago, Mil. & St. Paul		254,349 60	407,172 08	46,009 98
5 Chicago & Northwestern		871,685 92	506,894 86	47,447 12
6 C. S. P., Minn. & Omaha		135,165 30	156,909 87	34,916 47
7 Chl., Burlington & Quincy*		59,990 82	22,953 75	9,053 39
8 Chl., Lake Shore & East.*		60,303 59	2,661 10	9,638 37
9 Chicago & Lake Superior		476 80		
10 Chl., Mad. & North'n, operated by Illinois Central*		1,505,329 03		
11 Chippewa R. & Menomonee		1,745 33		
12 Drummond & South West'n	109,459 98	386,198 74	77,881 87	25,094 24
13 Dul., So. Shore & Atl'tic*		157,978 09	12,223 60	
14 Dul., Sup. & W. Term. Co.		29,147 98	13,129 96	
15 Eastern Ry. Co. of Minn.*		15,920 03	14,859 41	
16 Green Bay & Western	143,550 15			11 41
17 Hawthorne, Nebag. & Sup.		4,487 96		
18 Hazelhurst & South East.		60	243 33	695 44
19 Iola & Northern		1,187 66	3,284 38	983 97
20 Kew'nee, Green Bay & W.		492 40		
21 Marshfield & South East'n		1,905 19	605 39	1,651 82
22 Marinette, Tomah'k & W.				10,417 40
23 Minnesota & Wisconsin.				
24 M., St. P. & S't Ste. Marie	1,272 00	124,208 35	45,914 12	
25 Northern Pacific*		51,294 43	29,836 45	
26 Northwestern Coal Ry. Co.		10,894 07	195 85	
27 St. Paul & Duluth*		6,624 85	3,693 19	1,431 05
28 Winona Bridge Ry. Co.				
29 Wisconsin & Michigan	60,932 03	10,391 86	2,119 12	
30 Wisconsin Central*		44,674 92	139,312 71	21,833 33
31 Wis. Western (successor to Kickapoo V. & N.)	30,000 00	6,698 48	5,056 22	2,836 05
	\$518,911 13	\$3,743,960 64	\$1,446,793 28	\$212,846 78

*Proportionate.

†Red figures.

Statistical Tables.

Current assets and liabilities—Current liabilities accrued to and including
June 30, 1900—Continued.

Dividends not called for.	Matured interest coupons, unpaid including coupons due July 1, 1900.	Rentals due July 1, 1900.	Miscellaneous.	Balance cash assets.	Total.	No.
.....	\$6,720 00				\$8,458 84	1
.....	3,900 00				\$110,677 85	2
.....	259,375 00		24 65	†2,018 70	†2,018 70	3
13,501 79	782,879 10		76,291 92	15,357 20	1,595,561 67	4
2,923 13	93,069 22	1,723 55	458,550 83	8,952 97	1,991,247 60	5
156,667 91	30,859 50	3,969 78	97,192 18	99,639 76	715,320 77	6
58 91	67,250 87	32,671 47	22,964 04		214,943 25	7
		38,022 61	2,616 04		113,241 71	8
	6,480 00		9,672 92		16,629 72	9
			53,977 55		1,506,339 03	10
					53,977 55	11
					111,205 31	12
					489,174 85	13
	10,000 00			78,414 88	258,616 57	14
344 26			294 34	233,898 91	276,815 45	15
			83,037 96		257,367 55	16
				2,012 94	2,024 35	17
			230 32	999 30	4,487 96	18
	600 00		11,383 77	20,749 13	2,158 99	19
27,000 00				10,787 03	38,188 91	20
			261,739 68		38,279 43	21
			183 42	6,687 38	265,902 08	22
	124,503 36		27,652 18	48,667 29	17,288 20	23
32,292 89	20,379 55	12,152 09	20,278 31	65,184 97	372,217 30	24
			18 49	8,593 00	231,578 69	25
139 86	129 01		1,410 76	20,692 81	19,701 41	26
			5,021 06		34,131 51	27
	101,227 31				5,021 06	28
					174,670 32	29
	317,029 77			†424 10	†424 10	30
				434,920 49	957,771 22	
\$205,584 49	\$1,886,856 95	\$88,539 50	\$1,127,519 36	\$1,055,558 06	\$10,291,591 25	
			5,021 06		†2,442 80	
			\$1,132,540 42		\$10,294,034 05	

†Red figures.

Statistical Tables.

Recapitulation — Wisconsin and whole line. A. For mileage owned by road making report, June 30, 1900.

NAME OF COMPANY.	WISCONSIN.		
	Total amount outstanding.	Apportionment.	
		To railroads.	To other properties.
1 Abbotsford & Northeastern	\$232,000 00	\$232,000 00	.....
2 Ahnapee & Western	890,177 85	890,177 85	.....
3 Bayfield Transfer R'y	4,500,000 00	4,500,000 00	.....
4 Chicago, Milwaukee & St. Paul.....	56,196,490 00	56,196,490 00	.....
5 Chicago & Northwestern	62,613,017 30	61,925,113 34	\$687,903 96
6 Chicago, St. Paul, Minn. & Om.....	25,448,090 14	25,448,090 14	.....
7 Chicago, Burlington & Northern*.....	7,967,784 40	7,967,784 40	.....
8 Chicago, Lake Shore & Eastern	230,000 00	230,000 00	.....
9 Chicago & Lake Superior	69,614 39	69,614 39	.....
10 Chicago, Madison & Northern.....	2,731,798 88	2,731,798 88	.....
11 Chippewa River & Menomonee	53,977 55	53,977 55	.....
12 Duluth, South Shore & Atlantic*.....	8,953,203 44	8,953,203 44	.....
13 Duluth, Superior & Western	1,500,000 00	1,500,000 00	.....
14 Eastern Railway Co. of Minnesota*.....	2,199,480 60	1,792,925 60	406,555 00
15 Green Bay & Western	10,100,000 00	10,100,000 00	.....
16 Hazelhurst & South Eastern	100,000 00	100,000 00	.....
17 Iola & Northern	71,400 00	71,400 00	.....
18 Keweenaw, Green Bay & Western.....	1,072,950 00	1,072,950 00	.....
19 Lake Superior Ter. & Transfer Co. ....	.....	.....	.....
20 Marshfield & South Eastern	950,000 00	950,000 00	.....
21 Marinette, Tomahawk & Western.....	427,402 08	427,402 08	.....
22 Minnesota & Wisconsin	443,750 00	443,750 00	.....
23 Minn., St. Paul & Sault Ste. Marie.....	13,848,541 10	13,848,541 10	.....
24 Northern Pacific*	6,788,009 21	6,444,517 21	343,492 00
25 Northwestern Coal R'y Co.	1,805,108 41	1,221,108 41	574,000 00
26 Oshkosh Transportation Co.	70,000 00	70,000 00	.....
27 Winona Bridge R'y Co.*	407,680 00	407,680 00	.....
28 Wisconsin & Michigan	1,118,850 98	1,118,850 98	.....
29 Wisconsin Central R'y Co.	47,461,011 23	47,461,011 23	.....
30 St. Paul & Duluth	558,952 97	558,952 97	.....
31 Wisconsin Central	521,400 00	521,400 00	.....
	\$249,330,690 53	\$247,318,739 57	\$2,011,950 96

*Proportionate.

Statistical Tables.

Recapitulation — Wisconsin and whole line. A. For mileage owned by road making report, June 30, 1900.

WISCONSIN.		WHOLE LINE.					
Amount per mile of road.		Total amount outstanding.	Apportionment.		Amount per mile of road.		
Miles.	Amount.		To railroads.	To other property.			
15.16	\$15,303 00	\$232,000 00	\$232,000 00	.....	15.16	\$15,303 00	
34.00	26,181 70	890,177 85	890,177 85	.....	34.00	26,181 70	
3.86	1,165,803 11	4,500,000 00	4,500,000 00	.....	3.86	1,165,803 11	
1,649.88	34,058 81	218,748,500 00	218,748,500 00	.....	6,422.67	34,058 81	
1,580.63	39,177 00	217,968,073 11	215,573,345 84	\$2,394,727 27	5,502.48	39,177 00	
617.52	41,208 00	61,305,926 62	61,305,926 62	.....	1,487.71	41,208 00	
*211.54	*1,280 61	234,346,600 00	234,346,600 00	.....	6,221.87	37,665 00	
17.33	13,272 00	3,880,000 00	3,880,000 00	.....	159.04	24,396 00	
3.00	23,204 80	69,614 39	69,614 39	.....	3.00	23,204 80	
91.31	29,917 85	10,740,657 44	10,740,657 44	.....	231.30	46,436 04	
33.00	1,635 68	53,977 55	53,977 55	.....	34.00	1,635 68	
110.38	15,903 76	47,626,950 76	47,626,950 76	.....	568.99	83,704 00	
6.16	.....	1,500,000 00	1,500,000 00	.....	6.16	.....
38.15	.....	25,876,242 44	21,093,242 44	4,783,000 00	446.57	60,132 00	
225.00	44,889 00	10,100,000 00	10,100,000 00	.....	225.00	44,889 00	
17.00	5,882 00	100,000 00	100,000 00	.....	17.00	5,882 00	
4.70	15,191 00	71,400 00	71,400 00	.....	4.70	15,191 00	
36.70	29,235 00	1,072,950 00	1,072,950 00	.....	36.70	29,235 00	
33.00	25,757 57	950,000 00	950,000 00	.....	33.00	25,757 57	
33.30	12,834 90	427,402 08	427,402 08	.....	33.30	12,834 90	
21.00	21,130 94	443,750 00	443,750 00	.....	21.00	21,130 94	
271.42	51,022 55	56,442,439 29	56,442,439 29	.....	1,278.15	44,159 48	
104.94	.....	326,346,596 76	321,440,096 76	4,906,500 00	5,086.99	.....
2.53	.....	1,805,108 41	1,231,108 41	574,000 00	2.53	.....
4.28	16,355 14	70,000 00	70,000 00	.....	4.28	16,355 14	
4.54	395,805 80	784,000 00	784,000 00	.....	1.03	761,165 00	
32.82	29,936 51	2,188,510 42	2,188,510 42	.....	67.55	90,097 05	
855.84	55,455 47	56,276,500 00	56,276,500 00	.....	961.14	58,518 82	
12.36	2,259 40	10,162,781 40	10,162,781 40	.....	224.90	45,188 00	
51.03	10,163 00	521,400 00	521,400 00	.....	51.03	10,163 00	
6,118.38	\$2,122,864 60	1,295,479,558 62	1,282,821,331 35	\$12,658,227 27	29,130.11	2,719,345 04	

*Proportionate.

Statistical Tables.

Permanent improvements for the year ending June 30, 1900.—Wisconsin. Right of way, real estate, fences, bridges, rails, ties, buildings, shop machinery, purchase of constructed road, etc.

NAME OR COMPANY.	FOR CONSTRUCTION.		
	Total ex- penditures.	Credits, property sold.	Net additions.
1 Ahnapee & Western	\$2,663 66		\$1,763 66
2 Bayfield Transfer R'y	386 39	\$5 00	386 39
3 Chicago, Milwaukee & St. Paul*.....	52,395 86		
4 Chicago & Northwestern	2,189,106 51		
5 Chicago, Ct. Paul, Minn. & Omaha...	489,983 04	†115 00	489,768 04
6 Chicago, Burlington & Northern*.....	210,498 53		
7 Chicago & Lake Superior	106 28		106 28
8 Chippewa River & Menomonee	1,257 36		
9 Duluth, South Shore & Atlantic*.....	9,376 37		9,376 37
10 Duluth, Superior & Western	696,578 26		696,578 26
11 Eastern Railway Co. of Minnesota*.....	109,442 06		109,442 06
12 Fairchild & North Eastern	28,930 56	153 52	28,777 04
13 Green Bay & Western	59,911 00		
14 Kewaunee, Green Bay & Western.....	16,600 00		
15 Lake Superior Ter. & Transfer R'y Co			
16 Mattoon R'y Co.	1,044 53		
17 Marshfield & South Eastern	2,656 64		
18 Marinette, Tomahawk & Western	22,016 44	75 00	
19 Minnesota & Wisconsin	4,779 26		
20 Minn., St. Paul & Sault Ste. Marie.....	97,223 51		97,223 51
21 Northern Pacific*.....	234,478 20	†562,441 66	
22 Northwestern Coal R'y Co.	9,562 32	†158,068 62	†148,506 30
23 Wisconsin & Michigan*.....	17,977 47		
24 Wisconsin Central R'y Co.	456,656 72	24,731 64	431,925 08
25 Hawthorn, Nebagamon & Superior	4,099 12		1,850 89
26 St. Paul & Duluth	2,413 84	112,256 38	210,084 25
27 Wisconsin Western	526,767 08		
	\$5,194,415 20	0295,406 16	\$3,065,176 58

*Proportionate.

†Red figures.

Statistical Tables.

Permanent improvements for the year ending June 30, 1900,—Wisconsin. Locomotives, passenger cars, sleeping, dining, postal, baggage, express, combination and freight cars, other cars of all classes and floating equipment.

FOR EQUIPMENT.			Total constructi'n and equipment.	No.
Total expenditures.	Credits, property sold.	Net additions.		
\$2,625 00		\$2,625 00	\$5,288 66	1
1,642 50		1,642 50	2,028 89	2
			152,395 86	3
785,916 29			2,975,022 80	4
			489,768 04	5
22,404 77			232,903 30	6
80 00		80 00	186 23	7
†2,144 91			1387 55	8
5,108 75		5,108 75	14,485 12	9
20,355 58			716,933 84	10
†6,397 86			98,844 30	11
939 58		938 58	29,870 14	12
			59,911 00	13
			16,600 00	14
				15
37 50			1,082 08	16
			2,656 64	17
4,127 10			26,143 54	18
			4,779 26	19
29,159 62	14,571 40	43,731 00	126,383 13	20
		46,441 05	280,919 26	21
			9,562 32	22
			17,977 47	23
639,349 67		639,349 67	1,096,006 39	24
4,761 15		2,474 27	8,860 27	25
27,568 31		27,568 31	29,982 16	26
19,304 00			546,071 08	27
\$1,563,339 82	\$14,571 40	\$769,960 13	\$6,845,439 40	

*Proportionate.

†Red figures.

Statistical Tables.

Permanent improvements for the year ending June 30, 1900.—Whole line. Right of way, real estate, fences, grading, bridges, rails, ties, buildings, shops, machinery, purchase of constructed road, etc.

NAME OF COMPANY.	FOR CONSTRUCTION.		
	Total expenditures.	Credits, property sold.	Net additions during year.
1 Ahnapee & Western	\$2,663 66		\$1,763 66
2 Bayfield Terminal R'y	386 39	\$5 00	386 39
3 Chicago, Milwaukee & St. Paul	†203,954 32		
4 Chicago & Northwestern	7,620,704 92		
5 Chicago, St. Paul, Minn. & Omaha	1,307,130 93	825 00	1,306,305 93
6 Chicago, Burlington & Northern	6,191,133 28		
7 Chicago & Lake Superior	106 28		106 28
8 Chippewa River & Menomonie	1,257 36		
9 Duluth, South Shore & Atlantic	48,331 81		48,331 81
10 Duluth, Superior & Western	696,578 26		696,578 26
11 Eastern Railway Co. of Minnesota*	1,238,445 53		
12 Fairchild & North Eastern	28,930 56	153 52	28,770 04
13 Green Bay & Western	59,911 00		
14 Kewaunee, Green Bay Western &	16,600 00		
15 Lake Superior Ter. & Transfer R'y Co.			
16 Mattoon R'y Co.	1,044 58		
17 Marshfield & South Eastern	2,656 64		
18 Marinette, Tomahawk & Western	22,016 44	75 00	
19 Minnesota & Wisconsin	4,779 26		
20 Minn., St. Paul & Sault Ste. Marie	495,260 99		495,260 99
21 Northern Pacific	11,272,990 76	†17,429,882 76	†6,156,892 00
22 Northwestern Coal R'y Co.	9,562 32	158,068 62	†148,506 30
23 Wisconsin & Michigan	32,333 58		
24 Wisconsin Central R'y Co.	573,149 55	24,731 64	548,417 91
25 Hawthorn, Nebagamon & Superior	4,089 12		1,850 89
26 St. Paul & Duluth	43,888 10	3,877,388 84	†3,833,500 74
27 Wisconsin Western	526,767 08		
	\$30,200,428 40	\$4,061,247 62	\$3,172,772 16

*Proportionate.

†Red figures.

Statistical Tables.

Permanent improvements for the year ending June 30, 1900.—Whole line. Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes and floating equipment.

FOR EQUIPMENT.			Total constructi'n and equipment.	No.
Total expenditures.	Credits, property sold.	Net additions during year.		
\$2,625 00	\$2,625 00	\$5,288 66	1
1,642 50	1,642 50	2,028 89	2
.....	†203,954 32	3
2,735,927 24	10,356,632 16	4
240,250 52	240,250 50	1,547,381 45	5
658,963 91	6,850,097 19	6
80 00	80 00	186 28	7
†2,144 91	†887 55	8
26,333 77	26,333 77	74,665 58	9
20,355 58	716,933 84	10
†75,269 05	1,162,876 48	11
939 58	939 58	29,870 14	12
.....	59,911 00	13
.....	16,600 00	14
.....	15
37 50	1,082 08	16
.....	2,656 64	17
4,127 10	26,143 54	18
.....	4,779 26	19
137,545 39	68,733 00	206,278 39	632,806 38	20
2,232,743 02	2,232,743 02	13,505,733 78	21
.....	†9,562 32	22
.....	32,333 58	23
750,970 99	750,970 99	1,324,120 54	24
4,761 15	2,474 27	†8,860 27	25
501,242 15	501,242 15	545,130 25	26
19,304 00	546,071 08	27
\$7,337,849 40	\$68,733 00	\$3,965,580 16	\$37,538,277 80	
			‡76,526 41	
			\$37,451,751 39	

†Red figures.

‡Less credits.

Statistical Tables.

Cost of road and equipment June 30, 1900.—Wisconsin.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT JUNE 30, 1899.	
	Wisconsin.	Whole line.
1 Abbotsford and Northeastern	\$232,000 00	\$232,000 00
2 Ahnapee & Western	479,212 74	479,212 74
3 Big Falls R'y Co.	7,857 64	7,857 64
4 Bayfield Transfer R'y	3,410,748 38	3,410,748 34
5 Chicago, Milwaukee & St. Paul	56,134,354 48	218,506,634 82
6 Chicago & Northwestern	51,178,478 13	178,162,221 61
7 Chicago, St. Paul, Minneapolis & Omaha*.....	22,452,196 24	56,554,650 09
8 Chicago, Burlington & Northern	10,663,689 83	226,752,657 62
9 Chicago, Lake Shore & Eastern	254,695 65	4,399,161 01
10 Chicago & Lake Superior	58,232 94	58,232 94
11 Chicago, Madison & Northern	3,207,793 35	10,592,931 87
12 Chippewa River & Menomonie	277,069 05	277,069 05
13 Drummond & Southwestern	171,331 65	171,331 65
14 Duluth, South Shore & Atlantic	8,749,936 52	45,103,023 32
15 Duluth, Superior & Western	768,913 03	768,913 03
16 Eastern Railway Co. of Minnesota	1,761,981 55	20,705,665 41
17 Fairchild & North Eastern	206,024 41	206,024 41
18 Green Bay & Western	10,076,000 00	10,076,000 00
19 Hazelhurst & South Eastern	102,170 89	102,170 89
20 Iola & Northern	37,855 71	37,855 71
21 Kewaunee, Green Bay & Western	1,068,350 00	1,068,350 00
22 Lake Superior Terminal & Transfer R'y Co.		
23 Mattoon R'y Co.	37,000 00	37,000 00
24 Marinette, Tomahawk & Western	401,482 29	401,482 29
25 Minneapolis, St. Paul & Sault Ste. Marie.....	13,146,551 90	48,963,967 17
26 Northern Pacific	6,491,408 90	312,086,966 79
27 Northwestern Coal R'y Co.	942,085 82	942,085 82
28 Oshkosh Transportation Co.	70,000 00	70,000 00
29 Winona Bridge R'y Co.	241,500 00	784,000 00
30 Wisconsin & Michigan	1,102,429 39	2,136,483 97
31 Whitcomb & Morris	9,719 40	9,719 40
32 Wisconsin Central R'y Co.	43,308,495 59	50,869,540 62
33 Hawthorn, Nebagamon & Superior	50,000 00	50,000 00
34 St. Paul & Duluth	722,466 78	13,335,759 68
35 Wisconsin & Western		
	\$215,359,595 98	\$1,197,369,717 94

*Proportionate.

Statistical Tables.

Note.—Impossible to make cost of road and net additions balance with the total cost of road June 30, 1900.

Cost of road and equipment June 30, 1900.—Wisconsin.

NET ADDITIONS YEAR ENDING JUNE 30, 1900.		TOTAL COST OF ROAD AND EQUIPMENT JUNE 30, 1900.		COST PER MILE.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	.....	\$232,000 00	\$232,000 00	\$15,303 41	\$15,303 41	1
\$4,388 66	\$4,388 66	483,601 40	483,601 40	14,223 57	14,223 57	2
.....	.....	7,857 64	7,857 64	.....	.....	3
2,023 89	2,023 89	3,412,772 23	3,412,772 23	844,137 88	844,137 88	4
152,396 86	1203,954 32	56,081,958 62	218,302,680 50	33,989 40	33,989 40	5
2,975,022 80	10,356,632 16	52,541,660 59	182,907,724 52	33,240 96	33,240 96	6
489,768 04	1,546,556 45	23,286,537 17	56,101,206 54	37,709 77	37,709 77	7
22,551 42	6,850,097 19	10,686,251 25	233,602,754 81	48,012 99	37,545 43	8
.....	1,478,712 82	254,395 65	5,877,873 88	14,679 48	36,958 46	9
186 28	186 28	58,419 22	58,419 22	19,473 07	19,473 07	10
1,213 05	96,386 49	3,209,006 40	10,689,318 36	35,144 08	46,214 09	11
887 55	887 55	276,181 50	276,181 50	8,369 13	8,369 13	12
1354 84	1354 84	170,976 81	170,976 81	7,871 78	7,871 78	13
14,485 12	74,665 58	8,764,471 76	45,177,688 90	15,400 55	79,399 79	14
716,933 84	716,933 84	1,485,846 87	1,485,846 87	.....	.....	15
98,844 50	1,162,876 48	1,858,826 06	21,868,541 89	45,523 24	53,214 60	16
29,870 14	29,870 14	235,894 55	235,894 55	7,8631 5	7,863 15	17
.....	.....	10,075,000 00	10,075,000 00	44,777 77	44,777 77	18
6,464 02	6,464 02	108,634 91	108,634 91	6,390 29	6,390 29	19
.....	.....	37,855 71	37,855 71	8,054 40	8,054 40	20
.....	.....	1,068,350 00	1,068,350 00	29,110 35	29,110 35	21
.....	.....	37,000 00	37,000 00	.....	.....	22
26,143 54	26,143 54	427,550 83	427,550 83	12,839 37	12,839 37	23
126,383 13	632,806 38	13,272,935 05	49,596,773 55	48,901 83	38,903 56	24
181,622 29	13,924,148 98	6,409,786 61	308,162,817 81	.....	.....	25
1148,506 30	1148,506 30	793,579 52	793,579 52	313,667 79	313,667 79	26
.....	.....	70,000 00	70,000 00	16,355 14	16,355 14	27
.....	.....	241,500 00	784,000 00	233,592 23	761,165 04	28
.....	.....	939,420 98	2,046,628 27	29,903 48	32,205 01	29
.....	.....	10,069 40	10,069 40	1,182 60	1,182 60	30
350 00	350 00	44,379,770 34	52,168,929 52	51,855 22	54,273 18	31
1,071,274 75	1,299,388 90	54,325 16	54,325 16	7,391 17	7,391 17	32
4,325 16	4,325 16	550,192 55	10,003,501 09	2,446 38	44,479 77	33
1183,274 22	13,332,258 59	546,071 08	546,071 08	10,644 66	10,644 66	34
.....	.....	.....	.....	.....	.....	35
\$5,600,527 34	\$19,288,807 98	\$242,069,719 84	\$1,216,885,426 47	.....	.....	.....

Statistical Tables.

Income account June 30, 1900—Wisconsin—For roads making operating reports.

NAME OF COMPANY.	GROSS EARNINGS FROM OPERATION.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$13,731 47	\$13,731 47
2 Ahnapee & Western	42,419 64	42,419 64
3 Big Falls Ry. Co.	10,390 91	10,390 91
4 Bayfield Transfer	7,966 27	7,966 27
5 Chicago, Milwaukee & St. Paul	13,180,423 61	41,884,692 00
6 Chicago & Northwestern	13,562,784 83	43,390,994 91
7 Chicago, St. Paul, Minneapolis & Omaha	3,939,823 90	10,409,863 89
8 Chicago, Burlington & Northern	1,397,012 41	37,962,068 42
9 Chicago, Lake Shore & Eastern	87,018 09	2,421,523 83
10 Chicago & Lake Superior	3,521 19	3,521 19
11 Chicago, Madison & Northern	106,050 22	1,457,182 24
12 Chippewa River & Menomone	33,220 26	33,220 26
13 Drummond & South Western	14,978 78	14,978 78
14 Duluth, South Shore & Atlantic	303,046 24	2,613,942 56
15 Duluth, Superior & Western	332,151 17	332,151 17
16 Dunbar & Wausaukee	25,423 31	25,423 31
17 Eastern Railway Co. of Minnesota	591,241 05	3,729,437 41
18 Fairchild & North Eastern	34,612 66	34,612 66
19 Green Bay & Western	484,106 20	484,106 20
20 Hazelhurst & South Eastern	19,500 02	19,500 02
21 Iola & Northern	5,040 63	5,040 63
22 Glenwood & Northeastern	265 00	265 00
23 Kewaunee, Green Bay & Western	82,339 45	82,339 45
24 Lake Superior Terminal & Transfer Ry. Co.		
25 Mattoon Ry. Co.	10,107 93	10,107 93
26 Marshfield & South Eastern	46,681 18	46,681 18
27 Marinette, Tomahawk & Western	35,323 41	35,323 41
28 Minnesota & Wisconsin	46,216 10	46,216 10
29 Minneapolis, St. Paul & Sault Ste. Marie	1,511,697 39	5,151,187 91
30 Northern Pacific	493,564 19	30,001,036 67
31 Northwestern Coal Ry. Co.	28,442 00	28,442 00
32 Winona Bridge Ry. Co.	11,474 46	21,887 42
33 Wisconsin & Michigan	60,491 64	108,680 65
34 Whitcomb & Morris	3,348 99	3,348 99
35 Wisconsin Central Ry. Co.	4,676,821 47	5,633,221 92
36 Holmes & Son	830 00	830 00
37 Hawthorne, Nebagamon & Superior	18,410 21	18,410 21
38 St. Paul & Duluth	21,588 36	1,904,048 85
39 Wisconsin Western	25,507 03	25,507 03
	\$41,257,551 47	\$188,014,292 39

Statistical Tables.

Income account June 30, 1900—Continued.

OPERATING EXPENSES.		INCOME FROM OPERATION.		DEFICIT FROM OPERATION.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$13,610 23	\$13,610 23	\$121 24	\$121 24			1
29,029 01	29,029 01	13,390 63	13,390 63			2
9,131 75	9,131 75	1,259 16	1,259 16			3
10,176 82	10,176 82			\$2,220 55	\$2,220 55	4
8,070,076 55	27,162,829 17	5,110,346 96	14,721,862 83			5
8,242,108 01	26,388,173 67	5,310,676 82	17,002,819 24			6
2,896,805 70	6,416,367 34	1,043,018 20	3,993,496 55			7
799,239 94	23,473,981 58	598,772 47	14,488,086 84			8
57,164 92	1,332,828 47	29,853 17	1,088,696 36			9
4,578 44	4,578 44			1,067 25	1,067 25	10
140,223 78	1,069,489 71		397,692 53	34,173 56		11
28,387 60	28,387 60	4,832 66	4,832 66			12
13,178 82	13,178 82	1,799 96	1,799 96			13
216,420 48	1,557,243 47	86,625 76	1,066,699 09			14
135,353 61	135,353 61	196,797 56	196,797 56			15
						16
363,163 81	1,633,048 64	228,077 24	2,096,388 77			17
14,600 09	14,600 09	20,012 57	20,012 57			18
384,927 44	384,927 44	99,178 76	99,178 76			19
12,912 53	12,912 53	6,587 49	6,587 49			20
5,047 50	5,047 50			6 87	6 87	21
15,952 99	15,952 99			15,687 99	15,687 99	22
64,098 17	64,098 17	18,241 28	18,241 28			23
						24
						25
21,308 87	21,308 87	25,372 31	24,372 31			26
37,895 64	37,895 64			2,572 23	2,572 23	27
26,354 87	26,354 87	19,861 23	19,861 23			28
656,080 85	2,689,741 93	855,616 44	2,467,445 98			29
248,986 68	14,374,347 26	244,567 51	15,626,689 41			30
20,379 86	20,379 86	8,062 14	8,062 14			31
2,483 46	4,737 72	8,991 00	17,149 70			32
58,827 53	100,843 09	1,644 11	7,832 61			33
3,908 28	3,908 28			559 29	559 29	34
3,081,174 33	3,919,119 89	1,595,647 14	1,714,102 03			35
						36
12,035 36	12,035 36	6,374 85	6,374 85			37
13,937 98	1,263,913 22	7,660 38	640,135 63			38
32,028 72	32,028 72			6,521 69	6,521 69	39
\$25,715,235 75	\$106,265,568 71	\$15,543,379 04	\$75,740,988 41	\$62,799 43	\$28,625 87	.....

Statistical Tables.

Income account June 30, 1900—Continued.

NAME OF COMPANY.	INCOME FROM OTHER SOURCES.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern		
2 Ahnapee & Western		
3 Big Falls Ry. Co.		
4 Bayfield Transfer Co.		
5 Chicago, Milwaukee & St. Paul	\$37,187 73	\$144,755 67
6 Chicago & Northwestern	466,001 95	1,491,965 58
7 Chicago, St. Paul, Minneapolis & Omaha	312,079 96	460,399 37
8 Chicago, Burlington & Northern	*85,399 80	2,461,089 46
9 Chicago, Lake Shore & Eastern		
10 Chicago & Lake Superior		
11 Chicago, Madison & Northern		
12 Chippewa River & Menomonie		
13 Drummond & South Western		
14 Duluth, South Shore & Atlantic	31 00	5,128 53
15 Duluth, Superior & Western		
16 Eastern Railway Co. of Minnesota	*55,109 35	361,780 30
17 Fairchild & North Eastern		
18 Green Bay & Western	3,324 18	3,324 18
19 Hazelhurst & South Eastern		
20 Iola & Northern		
21 Glenwood & Northeastern		
22 Kewaunee, Green Bay & Western	66 62	66 62
23 Marshfield & South Eastern		
24 Marinette, Tomahawk & Western		
25 Minnesota & Wisconsin		
26 Minneapolis, St. Paul & Sault Ste. Marie	*577 88	2,765 00
27 Northern Pacific	*14,258 84	685,521 30
28 Northwestern Coal Ry. Co.	47,084 55	47,084 55
29 Winona Bridge Ry. Co.		
30 Wisconsin & Michigan		
31 Whitcomb & Morris		
32 Wisconsin Central R'y Co.	9,230 78	12,472 19
33 Hawthorne, Nebagamon & Superior	*1,635 74	29,314 38
34 St. Paul & Duluth	260 00	260 00
35 Wisconsin Western		
	\$1,032,248 38	\$5,705,927 13

*Proportionate.

†Red figures.

Statistical Tables.

Income account June 30, 1900—Continued.

TOTAL INCOME.		DEFICIT.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$121 24	\$121 24			1
13,390 63	13,390 63			2
1,259 16	1,259 16			3
		\$2,220 55	\$2,220 55	4
5,147,534 69	14,866,618 50			5
5,776,678 77	18,494,784 82			6
1,355,098 16	4,453,895 92			7
*588,136 41	16,949,176 30			8
29,853 17	1,088,695 36			9
		1,057 25	1,057 25	10
†34,173 56	397,692 53	34,173 56	†397,692 53	11
4,832 66	4,832 66			12
1,799 96	1,799 96			13
86,656 76	1,061,827 62			14
196,797 56	196,797 56			15
*228,077 24	2,458,169 07			16
20,012 57	20,012 57			17
102,502 94	102,502 94			18
6,587 49	6,587 49			19
		6 87	6 87	20
		15,687 99	15,687 99	21
18,307 90	18,307 90			22
25,372 31	25,372 31			23
		2,572 23	2,572 23	24
19,861 23	19,861 23			25
855,616 44	2,470,210 98			26
244,567 51	16,312,210 71			27
55,146 69	55,146 69			28
10,991 00	17,149 70			29
1,664 11	7,832 61			30
		559 29	559 29	31
1,604,877 92	1,726,574 22			32
6,374 85	6,374 85			33
*36,819 75	669,450 01			34
		6,261 69	6,261 69	35
\$16,439,939 12	\$81,446,656 54	\$62,539 43	\$28,365 87	.....

Statistical Tables.

Income account June 30, 1900—Deductions from income and deficit.

NAME OF COMPANY.	TOTAL DIVIDENDS DECLARED.	
	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$11,520 41	\$11,520 41
2 Ahnapee & Western		
3 Big Falls Ry. Co.		
4 Bayfield Transfer		
5 Chicago, Milwaukee & St. Paul	\$1,250,604 10	\$4,868,068 00
6 Chicago & Northwestern	1,222,625 56	3,914,394 00
7 Chicago, St. Paul, Minneapolis & Omaha	712,189 56	1,715,706 00
8 Chicago, Burlington & Quincy		
9 Chicago, Lake Shore & Eastern		
10 Chicago & Lake Superior		
11 Chippewa River & Menomonie		
12 Drummond & South Western		
13 Duluth, South Shore & Atlantic		
14 Duluth, Superior & Western Terminal Co.	150,000 00	150,000 00
15 Eastern Railway Co. of Minnesota.....	*136,000 00	1,600,000 00
16 Green Bay & Western		
17 Hazelhurst & South Eastern	6,000 00	6,000 00
18 Kewanee, Green Bay & Western		
19 Marinette, Tomahawk & Western		
20 Minnesota & Wisconsin		
21 Minneapolis, St. Paul & Sault Ste. Marie.....		
22 Northern Pacific	*112,320 00	5,400,000 00
23 Northwestern Coal Ry. Co.		
24 St. Paul & Duluth	*94 57	38,083 19
25 Winona Bridge Ry. Co.		
26 Wisconsin & Michigan		
27 Whitcomb & Morris		
28 Wisconsin Central		
29 Wisconsin Western (successor to Kickapoo V. & N.)		
	\$3,601,354 20	\$17,703,761 60

*Proportionate.

Statistical Tables.

Income account June 30, 1900—Continued.

SURPLUS FROM OPERATIONS.		DEFICIT FROM OPERATIONS.		SURPLUS JUNE 30, 1899, FROM GENERAL BALANCE SHEET.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	.....	\$18,198 68	\$18,198 68	\$11,136 99	\$11,136 99	1
.....	.....	8,662 49	8,622 49	60,839 48	60,839 48	2
.....	.....	240 84	240 84	1,401 69	1,401 69	3
.....	.....	82,400 37	82,400 37	.....	.....	4
\$1,703,180 42	\$2,107,382 25	.....	.....	*3,258,867 20	12,779,871 41	5
481,838 38	1,542,667 95	.....	.....	1,678,030 81	5,372,432 83	6
.....	895,950 20	121,053 44	.....	.....	4,506,785 19	7
*73,913 39	2,173,952 79	.....	.....	*465,467 35	13,690,216 43	8
*21,923 74	405,995 36	.....	.....	*18,985 21	351,578 13	9
.....	.....	8,086 25	8,086 25	.....	.....	10
4,667 66	4,667 66	.....	.....	263,310 81	263,310 81	11
.....	.....	1,200 04	1,200 04	1,027 84	1,027 84	12
.....	128,490 83	71,923 36	.....	.....	1,972,291 33	13
7,499 69	7,499 69	.....	.....	35,511 26	35,511 26	14
*17,362 96	204,270 18	.....	.....	*143,343 88	1,686,399 83	15
14,195 28	14,195 28	.....	.....	85,672 71	85,672 71	16
487 49	487 49	.....	.....	7,556 26	7,556 26	17
.....	.....	.....	.....	1,029 67	1,029 67	.....
.....	.....	5,211 29	5,211 29	21,360 42	21,360 42	18
.....	.....	2,753 36	2,753 36	6,759 13	6,759 13	19
4,980 30	4,980 30	.....	.....	.....	.....	20
*187,790 29	898,518 17	45,978 26	219,991 70	.....	.....	21
*22,543 42	1,083,818 76	.....	.....	*29,556 51	1,420,986 99	22
11,514 46	11,514 46	.....	.....	.....	.....	23
.....	.....	*7,117 26	13,582 56	*8,082 30	146,950 93	24
.....	.....	41,653 05	113,552 48	.....	.....	25
.....	.....	.....	.....	983 39	983 39	26
515,483 44	492,915 14	.....	.....	.....	.....	27
.....	.....	6,261 69	6,261 69	.....	.....	28
.....	.....	.....	.....	.....	.....	29
\$3,067,380 87	\$9,977,307 51	\$420,740 38	\$4,801,141 75	\$6,098,922 91	\$42,424,102 72	.....

Statistical Tables.

Income account June 30, 1900—Continued.

NAME OF COMPANY.	DEDUCTION FROM INCOME.		INTEREST ON INTEREST BEARING CURRENT LIABILITIES ACCRUED NOT OTHERWISE PROVIDED FOR.	
	Interest on funded debt.			
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeast'n	\$6,720 00	\$6,720 00		
2 Ahnapee & Western	20,400 00	20,400 00	\$1,483 12	\$1,483 12
3 Bayfield Transfer It'y	75,000 00	75,000 00	5,130 52	5,130 52
4 Chicago, Mil. & St. P.	1,704,061 46	6,633,170 41		
5 Chicago & Northwestern ..	2,167,169 67	6,938,474 21		
6 C., St. P., Minn. & Omaha	601,127 48	1,448,151 00		
7 Chl., Burlington & North'n	*29,276 87	6,743,437 29		
8 Chl., Lake Shore & East'n	7,800 00	168,700 00		
9 Chicago & Lake Superior..	6,480 00	6,480 00		
10 Chl., Madison & Northern	135,603 02	343,500 00		
11 Chippewa R. & Menomonie				
12 Drummond & South West'n	3,000 00	3,000 00		
13 Dul., So. Shore & Atlantic	153,244 09	859,700 00		
14 Duluth, Superior & West'n	20,000 00	20,000 00	2,245 00	2,245 00
15 Eastern Ry. Co. of Minn.	*36,975 00	436,000 00		
16 Fairchild & North Eastern				
17 Green Bay & Western	15,000 00	15,000 00		
18 Hazelhurst & South East'n				
19 Iola & Northern				
20 Kew'nee, Green Bay & W.	20,400 00	20,400 00		
21 Marshfield & South Eastern			27,000 00	27,000 00
22 Marinette, Tomah'k & W.				
23 Minnesota & Wisconsin...	9,750 00	9,750 00		
24 M., S. P. & S't Ste. Marie	*277,904 05	1,329,684 46	*41 60	199 09
25 Northern Pacific	*121,990 96	5,864,950 00		
26 Northwestern Coal Ry. Co.	40,616 53	40,616 53		
27 Winona Bridge Ry. Co.	9,985 60	19,200 00		
28 Wisconsin & Michigan	24,535 80	47,550 00		
29 Wis. Central Ry. Co.	908,359 06	1,026,953 98		
30 Hawthorne, Neb. & Sup.				
31 St. Paul & Duluth	*13,295 37	241,734 17		
	\$6,608,694 96	\$32,317,572 05	\$35,900 24	\$36,057 73

*Proportionate.

†Actual.

Statistical Tables.

Income account June 30, 1900—Continued.

RENTALS.		TAXES.		OTHER DEDUCTIONS.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
.....	.....	\$75 80	\$75 80	\$3 71	\$3 71	1
.....	.....	170 00	170 00	.....	.....	2
.....	.....	49 30	49 30	.....	.....	3
.....	.....	489,688 71	1,258,007 84	.....	.....	4
\$8,513 74	\$27,257 85	382,114 66	1,223 389 54	1,514,416 76	4,848,601 27	5
.....	.....	162,834 56	394,088 72	.....	.....	6
*9,765 82	287,230 27	*48,534 25	1,427,477 45	*16,571 60	487,400 00	7
.....	.....	4,189 06	14,000 00	100,000 00	500,000 00	8
534 00	534 00	.....	.....	15 00	15 00	9
.....	.....	1,385 66	39,282 88	.....	.....	10
.....	.....	165 00	165 00	.....	.....	11
.....	.....	5,336 03	73,656 79	.....	.....	12
3,216 00	3,216 00	13,836 87	13,836 87	.....	.....	13
14,807 74	89,077 62	24,509 13	129,821 27	.....	.....	14
.....	.....	150 00	150 00	.....	.....	15
.....	.....	9,896 66	9,896 66	911 60	911 00	16
.....	.....	100 00	100 00	.....	.....	17
.....	.....	23 50	23 50	.....	.....	18
.....	.....	1,519 19	1,519 19	1,600 00	1,600 00	19
.....	.....	.....	.....	2,656 64	2,656 64	20
.....	.....	181 13	181 13	.....	.....	21
.....	.....	351 67	351 67	4,779 26	4,779 26	22
.....	.....	50,538 14	241,809 26	.....	.....	23
*2,347 32	112,851 86	*17,692 27	850,590 09	*62,400 00	3,000,000 00	24
.....	.....	3,015 70	3,015 70	.....	.....	25
.....	.....	221 67	423 04	.....	.....	26
7,852 02	7,852 02	329 44	592 53	.....	.....	27
.....	.....	181,035 42	206,705 10	.....	.....	28
.....	.....	36 75	36 75	.....	.....	29
*1,577 65	28,684 53	*3,872 98	70,417 71	*618 25	11,240 71	30
\$38,614 29	\$556,704 15	\$1,401,853 55	\$5,959,814 29	\$1,703,972 22	\$8,887,207 59	31
.....

Statistical Tables.

Income account June 30, 1900—Continued.

NAME OF COMPANY.	TOTAL DEDUCTIONS FROM INCOME.		NET INCOME.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeast'n	\$6,799 51	\$6,799 51	.....	.....
2 Ahnapee & Western	22,053 12	22,053 12	.....	.....
3 Big Falls Ry. Co. ....	.....	.....	\$1,259 16	\$1,259 16
4 Bayfield Harbor & Great Western, operated by Bayfield Transfer	80,179 82	80,179 82	.....	.....
5 Chi., Milwaukee & St. P...	2,193,750 17	7,891,178 25	2,853,784 52	6,975,440 25
6 Chicago & Northwestern ..	4,072,214 83	13,037,722 87	1,704,463 94	5,457,061 95
7 C., S. P., Minn. & Omaha	763,962 04	1,842,239 72	591,136 12	2,611,656 20
8 Chgo., Burlington & Quincy	*304,148 54	8,945,545 51	*272,123 34	8,003,630 79
9 Chi., Lake Shore & East...	111,989 06	682,700 00	.....	405,995 36
10 Chicago & Lake Superior...	7,029 00	7,029 00	.....	.....
11 Chi., Madison & Northern, operated by Illinois Cent.	136,988 68	382,782 88	.....	14,909 65
12 Chippewa R. & Menomonee	165 00	165 00	4,667 66	4,667 66
13 Drummond & South West'n	3,000 00	3,000 00	.....	.....
14 Dul., So. Shore & Atlantic	158,530 12	933,336 79	.....	128,490 83
15 Dul., Sup. & W. Term. Co.	39,297 87	39,297 87	157,499 69	157,499 69
16 Eastern Ry. Co. of Minn...	*66,291 87	663,898 89	216,894 72	1,804,270 18
17 Fairchild & North Eastern	150 00	.....	19,862 57	19,862 57
18 Green Bay & Western.....	25,807 66	25,807 66	76,695 28	76,695 28
19 Hawthorne, Neb. & Sup...	36 75	36 75	6,338 10	6,338 10
20 Hazelhurst & South East'n	100 00	100 00	6,487 49	6,487 49
21 Iola & Northern	23 50	23 50	.....	.....
22 Kew'nee, Green Bay & W.	23,519 19	23,519 19	.....	.....
23 Marshfield & South Eastern	29,656 64	29,656 64	.....	.....
24 Marinette, Tomah'k & W.	181 13	.....	.....	.....
25 Minnesota & Wisconsin....	14,880 93	14,880 93	4,980 00	4,980 00
26 M., St. P. & S't Ste. Marie	*328,483 79	1,571,692 81	*187,790 29	898,518 17
27 Northern Pacific	*204,430 55	9,828,391 95	*134,863 43	6,483,818 76
28 Northwestern Coal Ry. Co.	43,632 23	43,632 23	11,514 46	11,514 46
29 St. Paul & Duluth	*19,364 25	352,077 32	*17,455 49	317,372 69
30 Winona Bridge Ry. Co....	10,207 27	19,623 04	783 73	.....
31 Wisconsin & Michigan	32,717 26	48,142 50	.....	.....
32 Wisconsin Central	1,089,394 48	1,233,659 08	515,483 44	492,915 14
33 Wisconsin Western (successor to Kick. V. & N.)	.....	.....	.....	.....
	\$9,789,035 26	\$47,719,172 83	\$6,800,521 67	\$33,883,384 38

*Proportionate.

†Net income whole line (red figures).

Statistical Tables.

Income account — Continued.

DEFICIT.		DIVIDENDS COMMON STOCKS.		DIVIDENDS PREFERRED STOCK.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$6,678 27	\$6,678 27	\$11,520 41	\$11,520 41			1
8,662 49	8,662 49					2
						3
82,400 37	82,400 37					4
		604,108 06	2,351,530 00	646,496 04	2,516 528 00	5
		732,984 26	2,346,744 00	489,641 30	1,567,650 00	6
		385,100 72	927,730 00	327,088 84	787,976 00	7
		*198,209 05	5,829,678 00			8
82,135 89	†405,995 36					9
8,086 25	8,086 25					10
171,162 24	†14,909 65					11
						12
1,200 04	1,200 04					13
71,923 36	†128,490 83					14
		150,000 00	150,000 00			15
		†136,000 00	1,600,000 00			16
						17
		62,500 00	62,500 00			18
						19
		6,000 00	6,000 00			20
30 37	30 37					21
5,211 29	5,211 29					22
4,284 33	4,284 33					23
2,753 36	2,753 36					24
						25
		*49,920 00	2,400,000 00	*62,400 00	3,000 000 00	26
						27
				*15,360 92	279,289 50	28
	2,473 34					29
31,053 15	40,309 92					30
						31
6,261 69	6,261 69					32
						33
\$481,843 10	\$168,351 62	\$2,336,343 50	\$15,695,702 41	\$1,540,987 10	\$8,151,453 50	

*Proportionate.

†Red figures.

Statistical Tables.

Income account — Continued.

NAME OF COMPANY.	DEFICIT ON JUNE 30, 1899, FROM GENERAL BALANCE SHEET.		ADDITIONS FOR YEAR.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Big Falls R'y Co.			240 84	240 84
4 Bayfield Har. & Gt. West., operated by Bayfield Tr.	\$41,727 11	\$41,727 11		
5 Chicago, Milw. & St. P.				
6 Chicago & Northwestern				
7 C., St. P., M. & O.				
8 Chicago, Burlington & Q'cy				
9 Chicago, Lake Shore & E.				
10 Chicago & Lake Superior	3,108 92	3,108 92		
11 Chippewa Riv. & Menom.				
12 Drummond & Southwestern				
13 Duluth, So. Shore & At.	804,111 50			
14 Duluth, Sup. & W. T. Co.				
15 East. R'y Co. of Minnesota				
16 Green Bay & Western				
17 Hawthorn, Nebag. & Sup.				
18 Hazelhurst & South East.				
19 Iola & Northern				
20 Kewaunee, Gr. Bay & W.				
21 Marinette, Tom. & West.				
22 M., St. P. & Sault St. M.				
23 Northern Pacific				
24 Northwestern C. R'y Co.	5,658 69	5,658 69		
25 St. Paul & Duluth				
26 Winona Bridge R'y Co.				
27 Wisconsin & Michigan	10,599 90	73,242 56		
28 Whitcomb & Morris	559 29	559 29	424 10	424 10
29 Wisconsin Central				
30 Wisconsin Western (suc- cessor to Kick. V. & N.				
	\$865,766 16	\$124,296 57	\$664 94	\$664 94

Statistical Tables.

Income account — Continued.

DEDUCTIONS FOR YEAR.		SURPLUS JUNE 30, 1900.		DEFICIT ON JUNE 30, 1900.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$1,680 00	\$1,680 00			\$8,741 69	\$8,741 69	1
				69,501 97	69,501 97	2
		\$1,160 85	\$1,160 85			3
				124,127 48	124,127 28	4
		*3,796,249 68	14,887,253 66			5
		2,159,869 19	6,915,100 78			6
207,550 00	2,500,000 00	2,902,735 39	328,603 44			7
		*539,381 75	15,864,169 22			8
		*30,908 96	757,573 49			9
				11,195 17	11,195 71	10
22,519 55	22,519 55	245,458 92	245,458 92			11
				172 20	172 20	12
			1,843,800 50	876,034 86		13
35,070 00	35,070 00	7,940 95	7,940 95			14
*31,450 08	370,001 00	129,253 86	1,520,669 01			15
1,000 00	1,000 00	98,867 99	98,867 99			16
		6,338 10	6,338 10			17
		8,043 75	8,043 75			18
		999 30	999 30			19
		16,149 13	16,149 13			20
		4,005 77	4,005 77			21
*3,688 08	17,646 36	*138,123 94	660,880 11			2
		*52,099 94	2,504,804 85			23
		5,855 77	5,855 77			24
		*10,176 87	185,034 12			25
				*8,349 06	16,065 90	26
31,053 15	40,309 92			41,653 05	113,552 48	27
		515,483 44	492,915 14			28
				6,261 69	6,261 69	29
\$334,010 86	\$2,998,226 83	\$7,766,368 12	\$48,929,756 80	\$1,475,188 61	\$349,608 58	30

*Proportionate.

Statistical Tables.

Freight earnings and total passenger and freight earnings, whole line, year ending June 30, 1900.

Name of Company.		Freight earnings.	Stock yards.
1	Abbotsford & Northeastern	\$11,408 44	.....
2	Ahnapee & Western	20,842 21	.....
3	Big Falls R'y Co.	9,677 27	.....
	Bayfield Harbor & Grca Western .....		.....
4	Bayfield Transfer R'y	4,732 89	.....
5	Chicago, Milwaukee & St. Paul	31,220,217 27	38,609 55
6	Chicago & Northwestern	32,252,031 75	.....
7	Chicago, St. Paul, Minneapolis & Omaha	7,421,469 59	.....
8	Chicago, Burlington & Quincy	26,427,566 42	34,605 75
9	Chicago, Lake Shore & Eastern	1,967,964 27	.....
10	Chicago & Lake Superior	2,096 21	.....
11	Chicago, Madison & Northern	986,370 07	.....
12	Chippewa River & Menomonie	32,713 67	.....
13	Drummond & South Western	14,978 78	.....
14	Duluth, South Shore & Atlantic	1,653,879 81	.....
15	Duluth, Superior & Western	308,954 20	.....
16	Dunbar & Wausaukee	24,378 11	.....
17	Eastern Railway Co. of Minnesota	3,195,316 45	.....
18	Fairchild & North Eastern	32,160 49	.....
19	Green Bay & Western	362,351 23	.....
20	Hazelhurst & South Eastern	18,694 48	.....
21	Iola & Northern	3,665 05	.....
22	Glenwood & Northeastern	265 00	.....
23	Kewaunee, Green Bay & Western	59,828 13	.....
24	Mattoon R'y Co.	7,713 90	.....
25	Marshfield & South Eastern	39,451 72	.....
26	Marquette, Tomahawk & Western	29,532 79	.....
27	Minnesota & Wisconsin	41,821 92	.....
28	Minneapolis, St. Paul & Sault Ste. Marie	3,974,398 70	.....
29	Northern Pacific	21,783,904 19	.....
30	Northwestern Coal R'y Co.	28,442 00	.....
31	Winona Bridge R'y Co.	16,448 99	.....
32	Wisconsin & Michigan	80,961 38	.....
33	Whitcomb & Morris	3,348 99	.....
34	Wisconsin Central R'y Co.	4,174,776 14	.....
35	Wisconsin Western	19,397 05	.....
36	Hawthorn, Nebagamon & Superior	17,822 96	.....
37	St. Paul & Duluth	1,370,982 16	.....
		\$137,620,614 68	\$73,215 30

Statistical Tables.

Freight earnings and total passenger and freight earnings, whole line, year ending June 30, 1900.

Elevators.	Other items.	Freight earnings.	Total passenger and freight earnings.	No.
		\$11,408 44	\$13,587 02	1
		20,842 21	42,419 64	2
		9,677 27	10,390 91	3
		4,830 57	7,956 27	4
\$28,733 34	\$47 68	31,287,560 16	41,739,579 91	5
	35,108 99	32,287,140 74	43,283,815 31	6
	8,150 02	7,429,619 61	10,280 241 74	7
		26,462,172 17	37,098,758 87	8
		1,967,964 27	1,967,964 27	9
		2,096 21	3,521 19	10
		986,370 07	1,431,137 41	11
		32,713 67	33,220 26	12
		14,978 78	14,978 78	13
	11,289 30	1,665,169 11	2,557,200 51	14
		308,954 20	308,954 20	15
		24,378 11	25,423 31	16
	1,392 24	3,196,708 69	3,685,691 36	17
		32,160 49	34,612 66	18
	485 12	362,836 35	484,106 20	19
		18,694 48	19,500 02	20
		3,665 05	5,036 81	21
		265 00	265 00	22
		59,828 13	82,339 45	23
		7,713 90	9,897 38	24
207 51		39,659 23	46,681 18	25
		29,532 79	34,806 58	26
		41,821 92	46,216 00	27
	5,189 41	3,979,588 11	5,122,564 75	28
	33,884 12	21,817,788 31	29,181,733 76	29
		28,442 00	28,442 00	30
		16,448 99	21,887 42	31
	9,204 69	90,166 07	108,680 65	32
		3,348 99	3,348 99	33
	7,359 76	4,182,135 90	5,603,785 38	34
		19,397 05	25,494 53	35
		17,822 96	17,903 21	36
		1,370,982 16	1,898,624 63	37
\$28,940 85	\$113,111 34	\$137,819,903 38	\$185,280,767 56	

Statistical Tables.

Passenger earnings in Wisconsin, year ending June 30, 1900.

Name of Company.	For sale of tickets.	Mail.
1 Abbotsford & Northeastern	\$1,365 04	\$856 64
2 Ahnapee & Western	16,816 38	2,843 18
3 Big Falls R'y Co.	472 70	240 94
4 Bayfield Transfer R'y	2,965 82	159 88
5 Chicago, Milwaukee & St. Paul	2,510,654 25	520,120 45
6 Chicago & Northwestern	2,871,763 28	319,984 20
7 Chicago, St. Paul, Minneapolis & Omaha	986,783 91	86,824 78
8 Chicago, Burlington & Northern	279,976 83	32,292 46
9 Chicago & Lake Superior	1,216 20	143 92
10 Chicago, Madison & Northern	35,865 26	7,070 00
11 Chippewa River & Menomonie	506 59	.....
12 Duluth, South Shore & Atlantic	96,329 83	8,109 87
13 Dunbar & Wausaukee	1,045 20	.....
14 Eastern Railway Co. of Minnesota	45,268 14	2,953 35
15 Fairchild & North Eastern	1,973 58	375 60
16 Green Bay & Western	96,397 80	19,994 60
17 Hazelhurst & South Eastern	695 55	.....
18 Iola & Northern	1,132 06	222 72
19 Kewaunee, Green Bay & Western	18,494 76	3,019 18
20 Matton R'y Co.	2,183 48	.....
21 Marshfield & South Eastern	6,539 23	.....
22 Marinette, Tomahawk & Western	4,759 65	210 63
23 Minnesota & Wisconsin	3,233 70	570 65
24 Minneapolis, St. Paul & Sault Ste. Marie	189,286 19	38,747 81
25 Northern Pacific	106,377 59	5,965 40
26 Winona Bridge R'y Co.	2,851 20	.....
27 Wisconsin & Michigan	8,916 88	1,222 73
28 Wisconsin Central R'y Co.	929,078 53	99,940 41
29 Hawthorne, Nebagamon & Superior	80 25	.....
30 St. Paul & Duluth	3,938 22	742 69
31 Wisconsin Western	4,997 23	744 55
	\$8,231,965 33	\$1,153,156 64

Statistical Tables.

Passenger earnings in Wisconsin, year ending June 30, 1900.

Express.	News.	Extra baggage and storage.	Sleeping and parlor cars.	Miscellaneous.	Total passenger earnings.	No.
\$156 90					\$2,178 58	1
1,450 79		\$467 08			21,577 43	2
					713 64	3
					3,125 70	4
238,042 68	\$4,422 01	55,048 74	\$101,654 26	\$33,377 58	3,463,319 97	5
180,657 73		56,146 75		6,159 88	3,434,711 84	6
69,880 80		25,706 65			1,169,196 14	7
14,086 80	4,175 44				330,531 53	8
64 86					1,424 98	9
4,620 00		541 10		299 47	48,395 83	10
					506 59	11
7,270 53		780 43			112,490 66	12
					1,045 20	13
1,211 18		377 34		2,006 06	51,906 07	14
40 34		62 65			2,452 17	15
3,483 03		1,394 42			121,269 85	16
107 39		2 60			805 54	17
16 98					1,371 76	18
600 00		397 38			22,511 32	19
					2,183 48	20
482 72					7,021 95	21
303 51					5,273 79	22
589 73					4,394 08	23
14,877 48	*	3,500 96	8,329 61		254,742 05	24
6,497 77		1,727 57		717 29	121,235 62	25
					2,851 20	26
144 53		21 06			10,30 520	27
85,003 37		11,477 91		15,570 93	1,141,071 15	28
					80 25	29
151 20		118 88	7 72		4,958 71	30
355 59		11			6,097 48	31
\$630,095 91	\$8,597 45	\$157,771 63	\$109,991 59	\$58,221 21	\$10,349,799 76	

Statistical Tables.

Freight earnings and total passenger and freight earnings, Wisconsin, year ending June 30, 1900.

Name of Company.	Freight earnings.	Stock yards.
1 Abbotsford & Northeastern	\$11,408 44	.....
2 Ahnapee & Western	20,842 21	.....
3 Big Falls R'y Co.	9,677 27	.....
4 Bayfield Harbor & Great Western .....	.....	.....
5 Bayfield Transfer R'y	4,782 89	.....
6 Chicago, Milwaukee & St. Paul	9,606,872 37	\$38,609 55
7 Chicago & Northwestern	10,073,630 43	.....
8 Chicago, St. Paul, Minneapolis & Omaha	2,699,358 70	.....
9 Chicago, Burlington & Northern	1,062,110 21	.....
10 Chicago, Lake Shore & Eastern	39,234 09	.....
11 Chicago & Lake Superior	2,096 21	.....
12 Chicago, Madison & Northern	57,579 39	.....
13 Chippewa River & Menomonie	32,713 67	.....
14 Drummond & South Western	14,978 78	.....
15 Duluth, South Shore & Atlantic	189,306 58	.....
16 Duluth, Superior & Western	308,954 20	.....
17 Dunbar & Wausaukee	24,378 11	.....
18 Eastern Railway Co. of Minnesota	512,283 38	.....
19 Fairchild & North Eastern	32,160 49	.....
20 Green Bay & Western	362,351 23	.....
21 Hazelhurst & South Eastern	18,694 48	.....
22 Iola & Northern	3,665 05	.....
23 Glenwood & Northeastern	265 00	.....
24 Kewaunee, Green Bay & Western	59,828 13	.....
25 Mattoon R'y Co.	7,713 90	.....
26 Marshfield & South Eastern	39,451 72	.....
27 Marquette, Tomahawk & Western	29,532 79	.....
28 Minnesota & Wisconsin	41,821 92	.....
29 Minneapolis, St. Paul & Sault Ste. Marie	1,250,128 22	.....
30 Northern Pacific	327,905 15	.....
31 Northwestern Coal R'y Co.	28,442 00	.....
32 Winona Bridge R'y Co.	8,623 25	.....
33 Wisconsin & Michigan	45,063 10	.....
34 Whitcomb & Morris	3,348 79	.....
35 Wisconsin Central R'y Co.	3,511,973 30	.....
36 Wisconsin Western	19,397 05	.....
37 Hawthorne, Nebagamon & Superior	17,822 96	.....
38 St. Paul & Duluth	16,629 65	.....
	\$30,495,025 14	\$38,609 55

Statistical Tables.

Freight earnings and total passenger and freight earnings, Wisconsin, year ending June 30, 1900.

Elevators.	Other items.	Total freight earnings.	Total passenger and freight earnings.	No.
		\$11,408 44	\$13,587 02	1
		20,842 21	42,419 64	2
		9,677 27	10,390 91	3
				4
	\$47 68	4,830 57	7,956 27	5
\$7,861 25		9,653,343 17	13,116,663 14	6
	10,965 98	10,084,596 41	13,519,308 25	7
	2,574 04	2,701,932 74	3,871,128 88	8
		1,062,110 21	1,392,641 74	9
		39,234 09	39,234 09	10
		2,096 21	3,521 19	11
		57,579 39	105,975 22	12
		32,713 67	33,220 26	13
		14,978 78	14,978 78	14
	841 43	190,148 01	302,638 67	15
		308,954 20	308,954 20	16
		24,378 11	25,423 31	17
	875 49	513,158 87	565,064 94	18
		32,160 49	34,612 66	19
	485 12	362,836 35	484,106 20	20
		18,694 48	19,500 02	21
		3,665 05	5,036 81	22
		265 00	265 00	23
		59,828 13	82,339 45	24
		7,713 90	9,897 38	25
207 51		39,659 23	46,681 18	26
		29,532 79	34,806 58	27
		41,821 92	46,216 00	28
	2,380 79	1,252,509 01	1,507,251 06	29
	459 87	328,365 03	449,660 65	30
		28,442 00	28,442 00	31
		8,623 26	11,474 46	32
	5,123 33	50,186 44	60,491 64	33
		3,348 79	3,348 79	34
	3,543 96	3,515,517 26	4,656,588 41	35
		19,397 05	25,494 53	36
		17,822 96	17,903 21	37
		16,629 65	21,588 36	38
\$8,068 76	\$27,297 69	\$30,569,001 14	\$40,918,800 90	

Statistical Tables.

Earnings from operations other than passenger and freight in Wisconsin, year ending June 30, 1900.

Name of Company.	Car mileage balance.	Switching charges balance.	Telegraph companies.
1 Abbotsford & Northeastern	\$68 85
2 Ahnapee & Western
3 Big Falls R'y Co.
4 Bayfield Harbor & Great Western
5 Bayfield Transfer R'y
6 Chicago, Milwaukee & St. Paul	9,386 33
7 Chicago & Northwestern
8 Chicago, St. Paul, Minneapolis & Omaha	\$31,158 67	\$25,035 63	.....
9 Chicago, Burlington & Northern	1,167 00	.....	1,851 12
10 Chicago, Lake Shore & Eastern	30,429 00	.....
11 Chicago & Lake Superior
12 Chicago, Madison & Northern
13 Chippewa River & Menomonie
14 Drummond & South Western
15 Duluth, South Shore & Atlantic	192 10
16 Duluth, Superior & Western	22,994 50	.....
17 Dunbar & Wausaukee
18 Eastern Railway Co. of Minnesota	15,503 44	24 92
19 Fairchild & North Eastern
20 Green Bay & Western
21 Hazelhurst & South Eastern
22 Iola & Northern	3 82	.....	.....
23 Glenwood & Northeastern
24 Kewaunee, Green Bay & Western
25 Mattoon R'y. Co.	210 55	.....	.....
26 Marshfield & South Eastern
27 Marinette, Tomahawk & Western	7 19	.....	48 14
28 Minnesota & Wisconsin
29 Minn., St. Paul & Sault Ste. Marie	4,871 35
30 Northern Pacific	29,187 34	3,452 31
31 Northwestern Coal Ry. Co.
32 Winona Bridge Ry. Co.
33 Wisconsin & Michigan
34 Whitcomb & Morris
35 Wisconsin Central Ry. Co.
36 Wisconsin Western
37 Holmes & Son	830 00	.....
38 Hawthorne, Nebagamon & Superior	507 00	.....
39 St. Paul & Duluth
	\$32,547 23	\$124,486 91	\$19,895 12

Statistical Tables.

Earnings from operations other than passenger and freight in Wisconsin, year ending June 30, 1900—Wisconsin.

Rent from tracks, yards and terminals.	Other rentals.	Other sources.	Total other earnings from operations.	Total gross earnings from operations.	No.
\$75 60			\$144 45	\$13,731 47	1
				42,419 64	2
				10,390 91	3
				7,956 27	4
	\$54,374 04		63,760 37	13,180,423 51	5
10,038 07	19,412 25	\$4,026 26	33,476 58	13,552,784 83	6
	12,500 72		68,695 02	3,939,823 90	7
981 42	†371 13	†4,370 67	†1,697,012 41		8
		17,355 00	47,784 00	87,018 09	9
				3,521 19	10
75 00			75 00	106,050 22	11
				33,220 26	12
				14,978 78	13
107 75	107 72		407 57	303,046 24	14
200 00	2 47		23,196 97	332,151 17	15
				25,423 31	16
10,452 25	195 50		26,176 11	591,241 05	17
				34,612 66	18
				484,106 20	19
				19,500 02	20
			3 82	5,040 63	21
				265 00	22
				82,339 45	23
			210 55	10,107 93	24
				46,681 18	25
	461 50		516 83	35,323 41	26
		†425 02	4,446 33	46,216 00	27
4,791 99	6,471 90		43,903 54	1,511,697 39	28
				493,554 19	29
				28,442 00	30
				11,474 46	31
				60,491 64	32
				3,348 99	33
889 45	4,930 44	14,413 17	20,233 06	4,676,821 47	34
		12 50	12 50	26,507 03	35
			830 00	830 00	36
			507 00	18,410 21	37
				21,588 36	38
\$26,630 11	\$99,437 96	\$36,178 06	\$338,750 37	\$41,257,551 47	39

†Red figures.

Statistical Tables.

Recapitulation of earnings, year ending June 30, 1900.

NAME OF COMPANY.	WISCONSIN.			
	Passenger earnings.	Freight earnings.	Other earnings.	Total gross.
1 Abbotsford & Northeast'n	\$2,178 58	\$11,408 44	\$144 45	\$13,731 47
2 Ahnapee & Western	21,577 43	20,842 21		42,419 64
3 Big Falls Ry. Co.	713 64	9,677 27		10,390 91
4 Bayfield Har. & G't W.]				
5 Bayfield Transfer Ry....	3,125 70	4,830 57		7,956 27
6 Chicago, Mil. & St. Paul..	3,463,319 97	9,653,343 17	63,760 37	13,180,423 51
7 Chicago & Northwestern..	3,434,711 84	10,084,596 41	33,476 58	13,552,784 83
8 C., St. P., Minn. & Omaha	1,169,196 14	2,701,932 74	68,695 02	3,939,823 90
9 Chi., Burlington & North'n	330,531 53	1,062,110 21	4,370 67	1,397,012 41
10 Chi., Lake Shore & Eastern		39,234 09	47,784 00	87,018 09
11 Chicago & Lake Superior..	1,424 98	2,096 21		3,521 19
12 Chi., Madison & Northern	48,395 83	57,579 39	75 00	106,050 22
13 Chippewa R. & Menomonie	506 59	32,713 67		33,220 26
14 Drummond & South West'n		14,978 78		14,978 78
15 Dul., So. Shore & Atlantic	112,490 66	190,148 01	407 57	303,046 24
16 Dul., Superior & Western		308,954 20	23,196 97	332,151 17
17 Dunbar & Wausaukee	1,045 20	24,378 11		25,423 31
18 Eastern Ry. Co. of Minn...	51,906 07	513,158 87	26,176 11	591,241 05
19 Fairchild & North Eastern	2,452 17	32,160 49		34,612 66
20 Green Bay & Western....	121,269 85	362,836 35		484,106 20
21 Hazelhurst & South East'n	805 54	18,694 48		19,500 02
22 Iola & Northern	1,371 76	3,665 05	3 82	5,040 63
23 Glenwood & Northeastern.		265 00		265 00
24 Kew'nee, Green Bay & W.	22,511 32	59,828 13		82,339 45
25 Mattoon Ry. Co.	2,183 48	7,713 90	210 55	10,107 93
26 Marshfield & South East'n	7,021 95	39,659 23		46,681 18
27 Marinette, Tomah'k & W.	5,273 79	29,532 79	516 83	35,323 41
28 Minnesota & Wisconsin ..	4,394 08	41,821 92		46,216 10
29 M., St. P. & S't Ste. Marie	254,742 05	1,252,509 01	4,446 33	1,511,697 39
30 Northern Pacific	121,285 62	328,365 03	43,903 54	493,554 19
31 Northwestern Coal Ry. Co.		28,442 00		28,442 00
32 Winona Bridge Ry. Co.....	2,851 20	8,623 26		11,474 46
33 Wisconsin & Michigan	10,306 20	50,186 44		60,491 64
34 Whitcomb & Morris		3,348 99		3,348 99
35 Wis. Central Ry. Co.....	1,141,071 15	3,515,517 26	20,233 06	4,676,821 47
36 Wisconsin Western	6,097 48	19,397 05	12 50	25,507 03
37 Holmes & Son			830 00	830 00
38 Hawthorne, Neb. & Sup...	80 25	17,822 96	507 00	18,410 21
39 St. Paul & Duluth	4,958 71	16,629 65		21,588 36
	\$10,349,799 76	\$30,569,001 14	\$338,750 37	\$41,257,551 27

Statistical Tables.

Recapitulation of earnings, year ending June 30, 1900—Continued.

WHOLE LINE.				No.
Passenger earnings.	Freight earnings.	Other earnings.	Total gross earnings.	
\$2,178 58	\$11,408 44	\$144 45	\$13,731 47	1
21,577 43	20,842 21	.....	42,419 64	2
713 64	9,677 27	.....	10,390 91	3
.....	.....	.....	.....	4
3,125 70	4,830 57	.....	7,956 27	5
10,452,019 75	31,287,560 16	145,112 09	41,884,692 00	6
10,996,674 57	32,287,140 74	107,179 60	43,390,994 91	7
2,850,622 13	7,429,619 61	129,622 15	10,409,863 89	8
10,636,586 70	26,462,172 17	863,309 55	37,962,068 42	9
.....	1,967,964 27	453,559 56	2,421,523 83	10
1,424 98	2,096 21	.....	3,521 19	11
444,767 34	986,370 07	26,044 83	1,457,182 24	12
506 59	32,713 67	.....	33,220 26	13
.....	14,978 78	.....	14,978 78	14
892,031 40	1,665,169 11	56,742 05	2,613,942 56	15
.....	308,954 20	23,196 97	332,151 17	16
1,045 20	24,378 11	.....	25,423 31	17
488,982 67	3,196,708 69	43,746 05	3,729,437 41	18
2,452 17	32,160 49	.....	34,612 66	19
121,269 85	362,836 35	.....	484,106 20	20
806 54	18,694 48	.....	19,500 02	21
1,371 76	3,665 06	3 82	5,040 63	22
.....	265 00	.....	265 00	23
22,511 32	59,828 13	.....	82,339 45	24
2,183 48	7,713 90	210 55	10,107 93	25
7,021 95	39,659 23	.....	46,681 18	26
5,273 79	29,532 79	516 83	35,323 41	27
4,394 08	41,821 92	.....	46,216 00	28
1,142,976 64	3,979,588 11	28,623 16	5,151,187 91	29
7,363,945 45	21,817,788 31	819,302 91	30,001,036 67	30
.....	28,442 00	.....	28,442 00	31
5,438 43	16,448 99	.....	21,887 42	32
18,514 58	90,166 07	.....	108,680 65	33
.....	3,348 99	.....	3,348 99	34
1,421,649 48	4,182,135 90	29,436 54	5,633,221 92	35
6,097 48	19,397 05	12 50	25,507 03	36
.....	.....	830 00	830 00	37
80 25	17,822 96	507 00	18,410 21	38
527,642 47	1,370,982 16	5,424 22	1,904,048 85	39
\$47,445,885 40	\$137,833,882 16	\$2,733,524 83	\$188,014,292 39	.....

Statistical Tables.

Passenger earnings, whole line, year ending June 30, 1900.

Name of Company.	For sale of tickets.	Mail.	Express.
1 Abbotsford & Northeastern	\$1,365 04	\$656 64	\$156 00
2 Ahnapee & Western	16,816 38	2,843 18	1,450 79
3 Big Falls Ry. Co.	472 70	240 94	.....
4 Bayfield Harbor & Great Western ..	.....	.....	.....
5 Bayfield Transfer Ry.	2,965 82	159 88	.....
6 Chicago, Milwaukee & St. Paul	7,698,513 51	1,399,106 24	729,000 00
7 Chicago & Northwestern	9,194,321 87	1,024,470 83	578,399 12
8 Chicago, St. Paul, Minn. & Omaha....	2,394,539 02	227,411 58	167,803 38
9 Chicago, Burlington & Northern	8,048,890 31	1,582,772 75	765,959 56
10 Chicago, Madison & Northern	277,270 13	37,981 51	34,993 55
11 Chippewa River & Menomonic	506 59	.....	.....
12 Duluth, South Shore & Atlantic.....	766,728 32	55,335 34	54,855 80
13 Dunbar & Wausaukee	1,045 20	.....	.....
14 Eastern Railway Co. of Minnesota	418,531 75	34,141 95	14,464 27
15 Fairchild & North Eastern	1,973 58	375 60	40 34
16 Green Bay & Western	96,397 80	19,994 60	3,483 03
17 Hazelhurst & South Eastern	695 55	.....	107 39
18 Iola & Northern	1,132 06	222 72	16 98
19 Kewaunee, Green Bay & Western	18,494 76	3,019 18	600 00
20 Mattoon Ry. Co. ....	.....	.....	.....
21 Marshfield & South Eastern	6,539 23	.....	482 72
22 Marinette, Tomahawk & Western	4,759 65	210 63	303 51
23 Minnesota & Wisconsin	3,233 70	570 65	589 73
24 Minn., St. Paul, & Sault Ste. Marie....	822,908 78	195,144 67	80,744 06
25 Northern Pacific	6,006,155 76	696,847 91	447,101 46
26 Winona Bridge Ry. Co.	5,438 43	.....	.....
27 Wisconsin & Michigan	16,020 27	2,196 79	259 67
28 Wisconsin Central Ry. Co.	1,124,914 04	119,006 30	104,000 00
29 Wisconsin Western	4,997 23	744 55	355 59
30 Hawthorne, Nebagamon & Superior ..	80 25	.....	.....
31 St. Paul & Duluth	436,711 27	28,917 71	22,500 00
	\$37,372,419 50	\$5,432,372 15	\$3,007,667 85

Statistical Tables.

Passenger earnings, whole line, year ending June 30, 1900—Continued.

News.	Extra baggage and storage.	Sleeping and parlor cars.	Miscel- laneous.	Total passen- ger earnings.	No.
	\$467 08			\$2,178 58	1
				21,577 43	2
				713 64	3
				3,125 70	4
\$13,862 32	168,735 96	\$262,377 23	\$180,424 49	10,452,019 75	5
	179,761 10		19,721 65	10,996,674 57	6
	60,867 65			2,850,622 13	7
	157,145 08		81,819 00	10,636,586 70	8
	6,694 44		87,827 71	444,767 34	9
				506 59	10
	10,678 44		4,433 50	892,031 40	11
				1,045 20	12
	3,508 43		18,336 27	488,982 67	13
	62 65			2,452 17	14
	1,394 42			121,269 85	15
	2 60			805 54	16
				1,371 76	17
	397 38			22,511 32	18
				2,183 48	19
				7,021 95	20
				5,273 79	21
				4,394 08	22
	14,407 68		29,771 45	1,142,976 64	23
	111,743 68		102,096 64	7,363,945 45	24
				5,438 43	25
	37 85			18,514 58	26
	13,020 18		60,708 96	1,421,649 48	27
	11			6,097 48	28
				80 25	29
	6,064 84	27,069 25	6,389 40	527,642 47	30
\$13,862 32	\$734,979 57	\$289,446 48	\$591,529 07	\$47,444,460 42	31

Statistical Tables.

Earnings from operations other than passenger and freight, whole line, year ending June 30, 1900.

Name of Company.	Car mileage balance.	Switching charges balance.	Telegraph companies.
1 Abbotsford & Northeastern			\$68 85
2 Ahnapee & Western			
3 Big Falls Ry. Co.			
4 Bayfield Harbor & Great Western..			
5 Bayfield Transfer Ry.			
6 Chicago, Milwaukee & St. Paul			33,737 12
7 Chicago & Northwestern			
8 Chicago, St. Paul, Minn. & Omaha	\$68,538 03		
9 Chicago, Burlington & Quincy	372,834 37		98,393 97
10 Chicago, Lake Shore & Eastern	288,271 89	\$128,817 90	
11 Chicago & Lake Superior			
12 Chicago, Madison & Northern			
13 Chippewa River & Menomonie			
14 Drummond & South Western			
15 Duluth, South Shore & Atlantic			1,380 39
16 Duluth, Superior & Western		22,994 50	
17 Dunbar & Wausaukee			
18 Eastern Railway Co. of Minnesota		18,143 48	2,548 90
19 Fairchild & North Eastern			
20 Green Bay & Western			
21 Hazelhurst & Soutoh Eastern			
22 Iola & Northern	3 82		
23 Glenwood & Northeastern			
24 Kewaunee, Green Bay & Western			
25 Mattoon Ry. Co.	210 55		
26 Marshfield & South Eastern			
27 Marinette, Tomahawk & Western	7 19		48 14
28 Minnesota & Wisconsin			
29 Minneapolis, St. P. & Sault Ste. Marie			29,013 13
30 Northern Pacific		302,110 42	59,090 73
31 Northwestern Coal Ry. Co.			
32 Winona Bridge Ry. Co.			
33 Wisconsin & Michigan			
34 Whitcomb & Morris			
35 Wisconsin Central Ry. Co.			
36 Wisconsin Western			
37 Holmes & Son		830 00	
38 Hawthorne, Nebagamon & Superior		507 00	
39 St. Paul & Duluth			
	\$729,865 85	\$473,403 30	\$24,281 23

Statistical Tables.

Earnings from operations other than passenger and freight, whole line, year ending June 30, 1900—Continued.

Rents from tracks yards and terminals.	Other rentals.	Other sources.	Total earnings from operation.	Total gross earnings from operation.	No.
\$75 60			\$144 45	\$13,731 47	1
				42,419 64	2
				10,390 91	3
				7,956 27	4
111,374 97			145,112 09	41,884,692 00	5
32,138 18	62,150 84	12,890 58	107,179 60	43,390,984 91	6
40,526 10	20,558 02		129,622 15	10,409,863 89	7
309,678 91		82,402 30	863,309 55	37,962,068 42	8
		36,469 77	453,559 56	2,421,523 83	9
				3,521 19	10
25,161 00	883 83		26,044 83	1,457,182 24	11
				33,220 26	12
				14,978 78	13
4,486 04	2,096 09	48,779 53	56,742 05	2,613,942 56	14
200 00	2 47		23,196 97	332,151 17	15
				25,423 31	16
16,152 75	4,204 68	2,696 24	43,746 05	3,729,437 41	17
				34,612 66	18
				484,106 20	19
				19,500 02	20
				5,040 63	21
				265 00	22
				82,339 45	23
				210 55	24
				10,107 93	25
				46,681 18	26
	461 50		516 83	35,323 41	27
				462 16	28
		1389 97	28,623 16	5,151,187 91	29
298,755 61	135,275 83	24,070 32	819,302 91	30,001,036 67	30
				28,442 00	31
				21,887 42	32
				108,680 65	33
				3,348 99	34
7,501 45	5,760 24	16,174 85	29,436 54	5,633,221 92	35
		12 50	12 50	25,507 03	36
			830 00	830 00	37
			507 00	18,410 21	38
4,064 95		1,359 27	5,424 22	1,904,048 85	39
\$850,115 56	\$213,393 50	\$224,855 36	\$2,733,524 83	\$188,014,292 39	

Statistical Tables.

Bonds owned June 30, 1900.—Wisconsin.

NAME OF COMPANY.	WISCONSIN.			
	Total par value.	Rate.	Income or dividend received.	Valuation.
Chicago, Milwaukee & St. P.	\$2,359,754 95	.....	6,094 95	\$2,353,923 96
Chicago & Northwestern	17,287,754 14	5-7	429,591 56	.....
Chicago, St. P., M. & O.	50,000 00	.....	.....	50,000 00
Chicago, Burlington & North.	.....	.....	*28,396 99	*371,169 55
Eastern R'y Co. of Minnesota	*99,875 00	.....	*4,717 50	*99,875 00
Minnesota & Wisconsin	18,250 00	.....	.....	.....
M., St. P. & Sault Ste. Marie	*10,073 80	4-6	29 26	*10,073 80
Northern Pacific	*284,718 57	.....	*2,023 57	*212,693 33
Wisconsin Central R'y Co. ...	35,000 00	6	2,100 00	35,000 00
St. Paul & Duluth	206 46	7	3 85	55 05
	\$20,145,632 92	5.83%	\$472,957 69	\$3,132,790 74

*Proportionate.

Bonds owned June 30, 1900.—Whole Line.

NAME OF COMPANY.	WHOLE LINE.			
	Total par value.	Rate.	Income or dividend received.	Valuation.
Chicago, Milwaukee & St. P.	\$9,185,500 00	.....	\$23,725 00	\$9,185,500 00
Chicago & Northwestern	55,348,982 61	5, 7,	1,375,393 00	55,348,982 61
Chicago, St. P., M. & O.	3,234,000 00	5, 4,	5,830 00	3,234,000 00
Chicago, Burlington & North.	.....	.....	335,206 76	.....
Eastern R'y Co. of Minnesota	1,175,000 00	4, 5, 6,	55,500 00	1,175,000 00
Minnesota & Wisconsin	18,250 00	.....	.....	18,250 00
M., St. P. & Sault Ste. Marie	48,200 00	4, 6,	140 00	48,200 00
Northern Pacific	13,688,393 01	.....	97,250 00	13,688,393 01
Wisconsin Central R'y Co.	45,000 00	4, 5, 6,	2,100 00	45,000 00
St. Paul & Duluth	3,700 00	7	.....	3,700 00
	\$82,279,025 62	5.23%	\$2,000,000 00	\$82,279,025 62



PARTIAL VIEW EASTERN MINNESOTA RAILWAY TERMINALS.
WEST SUPERIOR.



FREIGHT YARDS EASTERN MINNESOTA RAILWAY.
SUPERIOR.

Statistical Tables.

Stocks owned June 30, 1900 — Wisconsin.

NAME OF COMPANY.	WISCONSIN			
	Total par value.	Rate.	Income or dividends received.	Valuation.
Bayfield Harbor & Gt. West.				
Bayfield Transfer R'y	\$1,324,600 00			\$1,324,600 00
Chicago, Milwaukee & St. P.	2,942,198 63		\$718 68	91,890 67
Chicago & Northwestern	1,730,368 89	2%	137 43	
Chicago, St. P., M. & O.	15,700 00			15,300 00
Chicago, Burlington & North.			*43,704 69	*865,514 54
Chicago, Lake Shore & East.	*2,700 00			
Chicago, Madison & Northern			15,788 00	
Duluth, South Shore & Atl.	*90,026 41		123,105 35	
Eastern R'y Co. of Wisconsin	*48,084 50		*3,230 00	*48,084 50
Green Bay & Western	433,900 00			154,610 00
M., St. P. & Sault Ste. Marie	*63,036 65		*548 62	*63,086 65
Northern Pacific	*215,359 19			*64,716 66
Wisconsin Central R'y Co.	4,010,282 65			2,394,990 19
St. Paul & Duluth	*93,329 91		*556 87	*11,553 76
	\$8,969,636 83		\$187,789 64	\$5,034,346 97

*Proportionate.

Stocks owned June 30, 1900 — Whole Line.

NAME OF COMPANY.	WHOLE LINE.			
	Total par value.	Rate.	Income or dividends received.	Valuation.
Bayfield Harbor & Gt. West.				
Bayfield Transfer R'y	\$1,324,600 00			\$1,324,600 00
Chicago, Milwaukee & St. P.	11,452,700 00	6, 1½	\$2,797 50	358,040 75
Chicago & Northwestern	5,540,000 00	2	440 00	
Chicago, St. P., M. & O.	4,785,511 65	6, 23	111,392 00	4,314,611 65
Chicago, Burlington & North.			1,285,432 25	25,456,310 13
Chicago, Lake Shore & East.	50,000 00			
Chicago, Madison & Northern				40,000 00
Duluth, South Shore & Atl.	464,053 66			634,563 70
Eastern R'y Co. of Minnesota	565,700 00	6, 7	38,000 00	565,700 00
Green Bay & Western	433,900 00			154,610 00
Minnesota & Wisconsin				
M., St. P. & Sault Ste. Marie.	301,850 00		2,625 00	301,850 00
Northern Pacific	10,353,807 51			3,111,378 31
Wisconsin Central R'y Co.	4,065,139 96			2,696,649 12
St. Paul & Duluth	1,696,907 51	5, 6	10,125 00	210,068 38
	\$41,474,170 29		\$1,450,811 75	\$39,168,382 04

*Statistical Tables.***Rents received from lease of yards, tracks and terminals — Wisconsin.**

NAME OF COMPANY.	WISCONSIN.			
	Tracks.	Yards.	Terminals.	Total.
Abbotsford & Northeastern ..	\$75 60			\$75 60
Chicago, Milwaukee & St. P. ..	*9,624 35			\$45,436 42
Chicago & Northwestern	3,791 25	6,246 82		10,038 07
Chicago, St. P. M. & O.		*14,967 29	*1,121 46	*16,088 86
Chicago, Burlington & North.				*10,529 08
Chicago, Madison & Northern	*9,824 61			*9,824 61
Duluth, South Shore & Atl....	107 75			107 75
Duluth, Superior & Western..	200 00			200 00
Eastern R'y Co. of Minnesota			10,452 25	10,452 25
Northern Pacific	4,791 99			4,791 99
Wisconsin Central R'y Co.	4,505,139 96			2,696,649 12
St. Paul & Duluth	*215 32		*8 25	*223 57
	\$29,440 63	\$21,214 21	\$11,651 55	\$108,657 65

*Proportionate.

Rents received from lease of tracks, yards and terminals — Whole Line.

NAME OF COMPANY.	WHOLE LINE.			
	Tracks.	Yards.	Terminals.	Total.
Abbotsford & Northeastern ..	\$75 60			\$75 60
Chicago, Milwaukee & St. P. ..				\$152,933 07
Chicago & Northwestern	12,138 18	\$20,000 00		\$32,138 18
Chicago, St. P. M. & O.	37,701 25		2,824 85	40,526 10
Chicago, Burlington & North.				309,678 91
Chicago, Madison & Northern				25,161 00
Duluth, South Shore & Atl..	1,391 75	68 40	3,025 89	4,486 04
Duluth, Superior & Western..	200 00			200 00
Eastern R'y Co. of Minnesota	5,700 50		10,452 25	16,152 75
Northern Pacific				298,755 61
Wisconsin Central R'y Co.	7,431 86		69 59	7,501 45
St. Paul & Duluth	3,914 95		150 00	4,064 95
	\$68,554 09	\$20,068 40	\$16,522 55	\$991,673 66

Statistical Tables.

Miscellaneous income June 30, 1900 — Wisconsin.

NAME OF COMPANY.	WISCONSIN.		
	Gross income.	Less expenses.	Net miscellaneous.
Chicago, Milwaukee & St. Paul.....			\$30,374 10
Chicago & Northwestern	\$36,782 73	\$372 34	\$36,410 39
Chicago, St. Paul, Minneapolis & Omaha.....			\$312,079 96
Chicago, Burlington & Northern			*11,575 34
Duluth, South Shore & Atlantic	31 00		31 00
Dunbar & Wausaukee	25,423 31	5,579 53	19,843 78
Eastern Railway Co. of Minnesota			44,657 10
Green Bay & Western	66 62		66 62
Kewaunee, Green Bay & Western	3,324 18		3,324 18
Northern Pacific	*12,235 27		*12,235 27
Northwestern Coal R'y Co.	160,551 66	113,467 11	47,084 55
Wisconsin Central R'y Co.	7,130 .8		7,130 78
Wisconsin Western	260 00		260 00
St. Paul & Duluth			*1,051 56
	\$245,805 55	\$119,418 98	\$526,124 64

*Proportionate.

Miscellaneous income June 30, 1900.—Whole Line.

NAME OF COMPANY.	WHOLE LINE.		
	Gross income.	Less expenses.	Net miscellaneous.
Chicago, Milwaukee & St. Paul			\$118,233 17
Chicago & Northwestern	\$117,764 69	\$1,192 11	116,572 58
Chicago, St. Paul, Minneapolis & Omaha.....			343,177 37
Chicago, Burlington & Northern			340,451 45
Duluth, South Shore & Atlantic	6,464 59	1,336 06	5,128 53
Dunbar & Wausaukee	25,423 31	5,579 53	19,843 78
Eastern Railway Co. of Minnesota			268,280 30
Green Bay & Western	3,324 18		3,324 18
Kewaunee, Green Bay & Western	66 62		66 62
Northern Pacific	588,234 19		588,234 19
Northwestern Coal R'y Co.	160,551 66	113,467 11	47,084 55
Wisconsin Central R'y Co.	9,872 19		9,872 19
Wisconsin Western	260,00		260 00
St. Paul & Duluth			19,119 38
	\$912,061 43	\$121,574 81	\$1,879,748 29

Statistical Tables.

Operating expenses, Wisconsin, June 30, 1900, apportioned between passenger and freight traffic, maintenance of way and structures.

Name of Company.	Repairs of roadway.	Renewals of rails.	Renewals of ties.
1 Abbotsford & Northeastern	\$3,121 83	\$122 41	\$1,018 95
2 Ahnapee & Western	5,237 21		7,628 60
3 Bayfield Harbor & Great Western....			
3 Bayfield Transfer R'y	1,673 84		
4 Chicago, Milwaukee & St. Paul	1,078,326 98	264,022 81	241,301 09
5 Chicago & Northwestern	920,395 80	107,982 90	217,586 60
6 Chicago, St. Paul, Minneapolis & Om.	*336,068 37	*36,801 76	*76,255 22
7 Chicago, Burlington & Northern*	10,574 33	8,534 36	39,240 40
8 Chicago, Lake Shore & Eastern.....	14,230 45	2,917 20	1,225 52
9 Chicago & Lake Superior	915 83	138 29	
10 Chicago, Madison & Northern	20,724 22	43 66	9,449 28
11 Chippewa River & Menomonie	4,903 96		
12 Drummond & South Western	4,675 82		431 73
13 Duluth, South Shore & Atlantic.....	35,325 57		5,193 53
14 Duluth, Superior & Western	4,022 90	250 70	757 97
15 Eastern R'y Co. of Minnesota	32,529 73	279 70	2,950 02
16 Fairchild & North Eastern	3,147 15		
17 Green Bay & Western	55,473 13	38,509 16	27,965 02
18 Hazelhurst & South Eastern	1,128 02		
19 Iola & Northern	361 90	506 00	
20 Glenwood & Northeastern	663 00		150 00
21 Kewaunee, Green Bay & Western	8,764 62		1,448 96
22 Marshfield & South Eastern	192 40		309 00
23 Marinette, Tomahawk & Western	10,747 05	1,538 74	1,415 90
24 Minnesota & Wisconsin	2,439 92		1,742 80
25 Minneapolis, St. Paul & Sault St. Marie	90,331 27	*201 47	28,581 66
26 Northern Pacific	40,718 22	700 57	7,387 09
27 Northwestern Coal R'y Co.	1,457 79	72 96	
28 Winona Bridge R'y Co.	936 60		
29 Wisconsin & Michigan	8,277 46	454 94	604 82
30 Whitcomb & Morris	1,250 00		200 00
31 Wisconsin Central R'y Co.	293,342 44	81,275 54	96,757 32
32 Wisconsin Western	6,467 62		1,648 00
33 Hawthorne, Nebagamon & Superior....	2,148 23	100 00	
34 St. Paul & Duluth	1,893 99	84	474 28
	\$3,007,457 65	\$544,514 08	\$771,723 81

*Proportionate.

Statistical Tables.

Operating expenses, Wisconsin, June 30, 1900, apportioned between passenger and freight traffic, maintenance of way and structures.

Repairs of bridges and culverts.	Repairs of fences, road crossings, signs and cattle yards.	Repairs of buildings.	Repairs of docks and wharves.	Repairs of telegraphs.	Other expenses.	Total.	No.
\$775 15	\$24 75	\$37 82		\$673 96		\$5,774 87	1
1,774 31	77 86					14,717 98	2
	4 83	40 48	\$ 10 85		\$ 2 00	1,732 00	3
393,262 05	46,980 25	185,231 11	6,492 02	13,177 93	460,965 12	2,639,759 36	4
209,964 40	66,760 46	203,028 26	29,687 79	7,027 55	7,66 933	1,769,513 59	5
*128,998 64	*18,462 95	*95,519 65	*11,244 52	*7,337 79	*266 29	*196,568 89	6
34,718 03		25,845 31	785 51	1,846 85	47 53	222,005 75	7
	23 00	950 68		90 00		19,436 85	8
						1,104 12	9
24,204 63	2,764 49	3,759 85		200 87	240 73	61,387 73	10
				68 94		4,972 90	11
				256 04		5,363 59	12
3,982 76	439 12	2,242 58	2,584 13	402 95	8 69	50,179 38	13
18,368 30		941 52	35,704 33	134 03		60,179 75	14
						2,000 00	15
8,970 32	167 71	8,841 02	3,000 59	428 37	99 11	57,266 64	16
						3,147 15	17
24,614 67	450 43	11,241 54		660 00		158,913 95	18
		26				1,128 28	19
12 00	8 64	15 75				904 29	20
	135 00					948 00	21
16,564 83		1,485 11	19 76	24 56		28,307 84	22
	34 79	26 74			5,344 48	5,907 41	23
725 02	25 29					14,452 00	24
362 23	185 07	155 04		30 23		4,915 29	25
18,377 94	1,316 82	8,156 78		2,597 82		149,760 82	26
5,186 16	1,060 17	5,313 28	4,797 01	456 75	795 78	66,415 03	27
23 47		153 73				1,712 95	28
						936 60	29
123 55	20 85	331 32		162 63	9 98	9,985 55	30
						1,450 00	31
69,037 17	10,465 56	43,285 72	21,310 59	7,224 46	18,970 76	646,669 56	37
1,970 43	1,084 67	178 95				11,349 67	33
						2,248 23	34
562 48	67 13	618 33	43 00	18 71	1 97	3,680 73	35
\$961,983 54	\$150,559 84	\$587,400 82	\$115,680 10	\$42,820 44	\$494,422 27	\$6,994,196 75	

*Proportionate.

†Actual expenses.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900.

NAME OF COMPANY.	MAINTENANCE OF EQUIPMENT.	
	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.
1 Abbotsford & Northeastern	\$1,832 37	.....
2 Ahnapee & Western	941 13	\$400 00
3 Bayfield Harbor & Great Western	255 67	7 04
4 Bayfield Transfer Ry.		
5 Chicago, Milwaukee & St. Paul	295,673 35	143,755 36
6 Chicago & Northwestern	666,005 09	155,530 11
7 Chicago, St. Paul, Minneapolis & Omaha	*131,061 81	44,155 07
8 Chicago, Burlington & Northern	*16,640 23	62,071 80
9 Chicago, Lake Shore & Eastern	697 81	.....
10 Chicago & Lake Superior	46 58	41 87
11 Chicago, Madison & Northern	4,740 47	1,436 05
12 Chippewa River & Menomonie	1,044 26	.....
13 Drummond & South Western	1,309 52	.....
14 Duluth, South Shore & Atlantic	9,113 82	3,654 85
15 Duluth, Superior & Western	1,552 95	.....
16 Eastern Railway Co. of Minnesota	10,562 05	2,506 43
17 Fairchild & North Eastern	880 41	32 01
18 Green Bay & Western	19,250 64	13,604 04
19 Hazelhurst & South Eastern	1,879 07	5 54
20 Iola & Northern	232 44	2 53
21 Glenwood & Northeastern .....	.....	.....
22 Kewaunee, Green Bay & Western	4,295 37	1,817 76
23 Mattoon Ry. Co. ....	.....	.....
24 Marshfield & South Eastern	175 37	.....
25 Marinette, Tomahawk & Western	2,205 38	47 18
26 Minnesota & Wisconsin	2,264 66	249 91
27 Minneapolis, St. Paul & Sault Ste. Marie	51,328 46	12,285 80
28 Northern Pacific	8,051 81	3,595 27
29 Northwestern Coal Ry. Co.	850 81	.....
30 Wisconsin & Michigan	2,882 16	303 15
31 Whitcomb & Morris	550 28	.....
32 Wisconsin Central Ry. Co.	153,962 77	59,463 82
33 Wisconsin Western	2,567 14	1,713 66
34 Hawthorne, Nebagamion & Superior	503 41	.....
35 St. Paul & Duluth	605 12	386 50
	\$1,393,962 56	\$507,065 80

*Proportionate.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900—Continued.

MAINTENANCE OF EQUIPMENT.					No.
Repairs and renewals of freight cars.	Repairs and renewals of ferry boats, tugs, floats and barges.	Shop machinery tools, etc.	Other expenses.	Total.	
\$179 39		\$0 15		\$2,011 91	1
551 72		265 28		2,158 13	2
					3
264 69				527 40	4
385,541 82	\$10,170 12	27,886 57	\$480,944 79	1,344,072 01	5
323,688 04	267 31	38,737 06	166,590 64	1,350,813 25	6
162,984 11	8,896 47	18,497 51	41,100 16	406,695 13	7
51,240 01	1,840 75	6,183 44	11,974 98	149,951 23	8
4,825 02		5 54		5,528 37	9
				88 45	10
3,713 46		896 95	2,859 93	13,646 86	11
890 94		1,737 28		3,672 48	12
869 95		666 73		2,846 20	13
11,497 65		796 61	2,325 29	27,388 42	14
12,198 77	203 70			13,955 42	15
26,453 75	1,831 45	429 50	1,007 48	42,790 71	16
296 02				1,208 44	17
17,026 41		2,111 60	9,494 56	61,487 25	18
1,242 27				3,126 88	19
				234 97	20
			1,430 71	1,430 71	21
760 72			665 00	7,538 85	22
			1,264 67	1,264 67	23
158 97			67 19	401 53	24
381 31		51 14		2,685 01	25
177 29		179 51		2,871 37	26
69,746 90		4,113 77	3,727 69	141,202 62	27
11,472 64		1,837 68	2,268 83	27,226 23	28
				850 81	29
6,896 96		136 04	38 28	10,256 59	30
25 00		150 00		725 28	31
164,521 86		11,286 28	23,764 64	412,999 37	32
106 73		246 55	731 84	5,865 92	33
1,547 20			236 27	2,286 88	34
1,016 21	121 42	83 74	130 58	2,343 57	35
\$1,260,275 81	\$23,331 22	\$116,398 93	\$750,623 63	\$4,051,657 92	.....

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900—Conducting transportation.

Name of Company.	Wages of engineers, firemen and roundhouse men.	Fuel for locomotives.	Water sup- ply for locomotives.
1 Abbotsford & Northeastern	\$1,505 49	\$1,709 39	\$0 35
2 Ahnapee & Western	1,923 10	2,183 58	58 98
3 Bayfield Harbor & Great Western...]			
4 Bayfield Transfer Ry.	2,388 41	1,869 56	38 00
5 Chicago, Milwaukee & St. Paul.....	721,396 07	774,075 91	26,099 59
6 Chicago & Northwestern	984,641 93	1,004,593 43	41,869 73
7 Chicago, St. Paul, Minn. & Omaha*....	224,957 80	296,719 27	11,611 63
8 Chicago, Burlington & Northern*	77,024 27	79,935 10	4,728 67
9 Chicago, Lake Shore & Eastern.....	7,650 45	7,840 31	274 85
10 Chicago & Lake Superior	600 00	1,277 30	
11 Chicago, Madison & Northern	15,130 95	9,163 44	992 41
12 Chippewa River & Northern	4,320 83	2,600 00	
13 Drummond & South Western	1,599 04	2,073 44	
14 Duluth, South Shore & Atlantic.....	21,794 82	26,471 89	1,347 58
15 Duluth, Superior & Western	5,695 97	5,498 47	211 69
16 Dunbar & Wausaukee	2,256 00	1,000 00	
17 Eastern Railway Co. of Minnesota.....	22,970 52	30,957 21	1,928 42
18 Fairchild & North Eastern	3,360 00	2,007 03	192 57
19 Green Bay & Western	29,881 19	35,759 42	1,149 28
20 Hazelhurst & South Eastern	3,200 29	2,818 10	
21 Iola & Northern	907 18	993 50	
22 Glenwood & Northeastern	1,974 44	1,800 00	
23 Kewaunee, Green Bay & Western.....	3,822 79	5,337 25	38 68
24 Mattoon Ry. Co.		2,254 98	
25 Marshfield & South Eastern	2,471 04	3,780 55	110 46
26 Marinette, Tomahawk & Western	3,745 27	6,259 43	100 00
27 Minnesota & Wisconsin	3,236 14	5,175 69	
28 Minn., St. Paul & Sault Ste. Marie....	70,356 41	86,717 10	4,387 53
29 Northern Pacific	13,902 61	27,800 32	1,907 23
30 Northwestern Coal Ry. Co.	2,512 18	1,948 18	169 75
31 Winona Bridge Ry. Co.	520 00	75 60	
32 Wisconsin & Michigan	4,560 90	7,820 85	416 42
33 Whitcomb & Morris	1,260 00	225 00	
34 Wisconsin Central Ry. Co.	327,100 33	384,112 60	19,746 23
35 Wisconsin Western	1,371 24	3,408 78	8 07
36 Hawthorne, Nebagamon & Superior....	2,361 22	2,568 08	
37 St. Paul & Duluth	1,332 15	1,476 82	92 55
	\$2,583,731 03	\$2,830,287 58	\$117,480 77

*Proportionate.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900—Continued.

All other supplies for locomotives.	Wages of other trainmen.	All other train supplies.	Wages of switchmen, flagmen and watchmen.	Expenses of telegraphs including dispatchers and operators.	Wages of station agents, clerks and laborers.	Station supplies.
\$58 57	\$624 64	\$5 91			\$660 00	\$53 55
270 74	1,270 34	196 36	\$429 25	\$69 42	1,614 52	310 47
130 85	876 31	63 44			15 00	
29,618 45	552,185 85	84,787 90	273,108 62	78,504 64	555,985 89	54,002 70
46,932 82	691,906 30	122,445 48	332,717 80	183,896 39	575,221 83	55,581 51
10,967 96	173,732 66	32,135 73	59,751 96	50,133 51	157,120 62	17,691 97
791 63	55,150 15	16,001 44	30,770 02	43,613 87	46,698 32	3,986 69
	2,990 52	131 75	8,461 53		1,482 00	101 84
51 41	480 00		296 75		480 00	20 57
1,546 27	9,157 53	2,177 32	712 83	2,848 75	8,331 44	660 23
285 90		65 42	1,229 09			238 43
143 95	646 33	68 85				
993 23	15,255 79	2,858 59	6,699 88	4,094 78	16,290 46	889 92
252 43	76 87	201 41	7,093 45	705 24	27,225 27	710 75
	1,164 00					
1,411 90	13,985 28	4,877 58	28,464 46	6,634 11	71,008 75	6,412 57
	2,027 89		551 37			
1,343 31	19,776 07	1,642 38	6,896 94	2,367 60	19,733 93	1,829 46
212 57	1,476 74	189 82			591 84	1 50
59 10	815 60	22 38	374 50		366 62	27 79
71 65	5,752 42					
227 93	3,175 23	510 85	458 25	300 00	2,954 50	61 75
			7,070 05			
	2,091 05				2,039 21	
576 74	2,859 38	152 58	940 04		1,641 70	19 68
290 42	2,181 12		722 50		1,171 02	281 27
3,535 80	61,073 90	12,052 05	3,212 58	15,138 46	22,682 81	2,676 23
625 18	15,368 29	2,626 18	6,820 10	5,821 34	15,122 67	1,975 42
104 43			5,430 42		1,711 73	134 84
			373 10			
273 55	3,930 74	423 62	177 32	471 75	2,007 98	170 02
48 00						
13,070 92	229,987 65	47,412 53	101,480 17	77,737 81	227,367 43	16,682 22
44 82	1,530 26	88 65			2,505 38	193 50
346 29	1,040 69	41 74			820 80	92 54
77 10	871 22	286 79	596 66	234 85	1,070 66	92 19
\$114,368 92	\$1,873,466 12	\$331,466 75	\$884,939 64	\$472,622 50	\$1,763,922 38	\$164,899 21

Statistical Tables.

Operating expenses, Wisconsin year ending June 30, 1900—Conducting transportation.

Name of Company.	Switching charges, balance.	Car mileage balance.
1 Abbotsford & Northeastern		\$143 00
2 Ahnapee & Western		
3 Bayfield Harbor & Great Western		
4 Bayfield Transfer Ry.		
5 Chicago, Milwaukee & St. Paul	\$22,807 00	\$58,320 63
6 Chicago & Northwestern	103,779 94	84,180 51
7 Chicago, St. Paul, Minneapolis & Omaha*	1,731 20	
8 Chicago, Burlington & Northern*	314 56	5,543 01
9 Chicago, Lake Shore & Eastern		
10 Chicago & Lake Superior		
11 Chicago, Madison & Northern		
12 Chippewa River & Menomonie		
13 Drummond & South Western		
14 Duluth, South Shore & Atlantic	355 25	2,214 14
15 Duluth, Superior & Western	1 75	
16 Dunbar & Wausaukee		
17 Eastern Railway Co. of Minnesota	19,944 71	5,501 64
18 Fairchild & North Eastern	30 00	137 89
19 Green Bay & Western	8,414 10	
20 Hazelhurst & South Eastern		
21 Iola & Northern		
22 Glenwood & Northeastern		
23 Kewaunee, Green Bay & Western	1,154 56	1,947 78
24 Mattoon R'y Co.		
25 Marshfield & South Eastern		244 49
26 Tomahawk & Western		
27 Minnesota & Wisconsin		41 58
28 Minneapolis, St. Paul & Sault Ste. Marie	†961 30	†6,820 74
29 Northern Pacific		2,075 78
30 Northwestern Coal R'y Co.		
31 Winona Bridge R'y Co.		
32 Wisconsin & Michigan	2,908 69	†3,673 16
33 Whitcomb & Morris		
34 Wisconsin Central R'y Co.	69,703 08	2,561 03
35 Wisconsin Western		670 42
36 Hawthorne, Nebagamon & Superior		134 16
37 St. Paul & Duluth	†594 55	100 86
	\$231,135 84	\$163,816 92

*Proportionate mileage basis.

†Red figures.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900—Conducting Transportation.

Loss and damages.	Injuries to persons.	Barges, floats, tugs, ferry-boats. Expenses including wages, fuel and supplies.	Other expenses.	Total.	No.
\$683			\$5 25	\$4,472 98	1
575 89			1,642 70	10,545 35	2
					3
			118 27	5,499 84	4
38,738 81	\$56,582 92	\$43,710 73	19,614 34	3,566,070 05	5
66,675 67	143,411 10	1,167 83	114,820 40	4,553,838 67	6
23,751 04	21,956 77	5,201 71	45,057 65	1,312,398 23	7
4,948 75	4,178 46	740 42	19,786 68	394,183 04	8
	80 00		832 08	29,845 33	9
			28 20	3,334 23	10
			3,595 27	54,316 42	11
	271 27		8,222 27	17,233 21	12
				4,531 61	13
548 75	1,160 09		4,327 93	105,303 10	14
	3,134 00		3,005 10	53,812 40	15
			1,159 53	5,579 53	16
1,320 60	2,187 37	3,795 85	26,868 48	248,269 45	17
30 00			282 00	8,618 75	18
1,468 74	993 54		3,526 67	134,782 63	19
				8,490 86	20
105 63			87 50	3,764 80	21
				9,598 51	22
256 22	573 15		1,984 97	22,803 51	23
		546 05		9,871 08	24
54 83				10,791 63	25
				16,294 82	26
51 28			449 79	13,600 81	27
8,470 11	1,965 17		17,575 16	302,066 27	28
901 69	7,052 59		30,289 37	132,288 97	29
189 94			148 26	12,349 73	30
				*968 70	31
179 82	646 08	284 56		20,604 14	32
				1,533 00	33
25,853 57	21,250 72		74,209 14	1,638,275 43	34
15 07			131 65	9,967 84	35
27 00			20 50	7,453 02	36
62 33	99 13	278 21	805 30	6,882 27	37
\$174,232 57	\$265,542 36	\$55,725 36	\$555,124 46	\$12,740,540 46	
			†169,826 80	†12,048 75	
			\$724,951 26	\$12,752,589 21	

*Proportional mileage basis.

†Red figures.

‡Balance Burlington.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900—General Expenses.

Name of company.	Salaries of officers.	Salaries of clerks.	General office ex- penses and supplies.
1 Abbotsford & Northeastern	\$720 00		\$22 68
2 Ahnapee & Western	1,200 00		126 75
3 Bayfield Harbor & Great Western.....			
4 Bayfield Transfer R'y	1,116 65	\$404 50	452 68
5 Chicago, Milwaukee & St. Paul	71,547 41	69,351 59	6,085 83
6 Chicago & Northwestern	49,135 41	112,336 91	29,003 73
7 Chicago, St. Paul, Minn. & Omaha*.....	32,630 08	27,060 83	4,623 02
8 Chicago, Burlington & Northern*.....	9,960 30	9,864 45	2,796 29
9 Chicago, Lake Shore & Eastern	697 55	894 88	339 45
10 Chicago, Madison & Northern	1,193 11	1,571 92	615 72
11 Chippewa River & Menomonie	1,700 00	453 72	213 92
12 Drummond & South Western		200 00	8 82
13 Duluth, South Shore & Atlantic	3,004 72	3,643 49	400 99
14 Duluth, Superior & Western	2,033 31	900 65	254 30
15 Eastern Railway Co. of Minnesota.....	3,507 89	4,451 70	503 45
16 Fairchild & North Eastern	1,000 00	333 29	30 00
17 Green Bay & Western	10,200 00	5,795 67	150 07
18 Hazelhurst & South Eastern			
19 Iola & Northern			
20 Kewaunee, Green Bay & Western.....	3,700 00	577 00	
21 Marshfield & South Eastern	1,800 00		1,701 04
22 Marinette, Tomahawk & Western.....	1,324 75	475 00	
23 Minnesota & Wisconsin	1,800 00	1,200 00	1,310 40
24 Minneapolis, St. Paul & Sault St. Marie	7,321 89	12,688 01	3,209 96
25 Northern Pacific	3,656 35	3,985 25	794 18
26 Northwestern Coal R'y Co.	2,350 03	1,413 41	63 52
27 Winona Bridge R'y Co.*	374 40	113 20	
28 Wisconsin & Michigan	2,544 62	1,444 02	240 00
29 Whitcomb & Morris		200 00	
30 Wisconsin Central R'y Co.	55,495 77	51,498 95	19,311 03
31 Wisconsin Western	773 08	1,073 08	121 67
32 St. Paul & Duluth	522 82	244 95	57 90
	\$271,310 14	\$312,176 45	\$72,439 20

*Proportionate.

Statistical Tables.

Operating expenses, Wisconsin, year ending June 30, 1900--General Expenses.

Agencies including salaries and rent.	Advertis- ing.	Commis- sioners.	Insurance.	Expenses of fast freight lines.	Expense of traffic associa- tion.	Expense of stock yards and elevators.	No.
.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	\$26 25	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	3
.....	\$387 55	.....	.....	.....	.....	.....	4
\$112,429 45	29,318 48	.....	36,038 90	.....	.....	\$12,401 12	5
112,994 98	34,835 96	\$120,976 36	1,731 47	.....	\$18,693 93	.....	6
29,086 75	6,377 70	5,343 61	6,272 65	.....	7,554 61	26,829 27	7
.....	.....	.....	2,795 24	.....	.....	.....	8
.....	.....	.....	21 76	.....	.....	.....	9
.....	.....	.....	657 06	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	80 00	.....	.....	.....	12
2,240 68	415 55	.....	449 63	.....	.....	.....	13
.....	.....	.....	3,963 28	.....	.....	.....	14
.....	.....	.....	1,611 97	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	16
1,746 56	359 60	.....	1,466 94	.....	.....	.....	17
.....	.....	.....	102 91	.....	.....	.....	18
.....	.....	.....	29 75	.....	.....	.....	19
.....	17 32	.....	345 60	.....	.....	.....	20
.....	.....	.....	468 81	.....	.....	.....	21
.....	.....	.....	341 06	.....	.....	.....	22
.....	.....	.....	190 60	.....	.....	.....	23
22,551 56	3,230 63	.....	3,009 52	.....	.....	.....	24
4,528 46	1,874 53	399 93	1,650 10	.....	.....	.....	25
.....	.....	.....	523 14	.....	.....	.....	26
.....	.....	.....	26 00	.....	.....	.....	27
163 13	.....	175 63	340 71	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	29
90,797 36	18,166 53	12,704 89	.....	.....	.....	.....	30
.....	.....	.....	92 40	.....	.....	.....	31
.....	.....	.....	62 55	.....	.....	.....	32
\$376,538 93	\$94,983 85	\$139,600 42	\$62,328 30	.....	\$26,248 54	\$39,230 39	

Statistical Tables.

Operating expenses, Wisconsin, concluded, year ending June 30, 1900—General Expenses.

Name of Company.	Rentals of yards, track and terminals.	Rentals not otherwise provided for.	Legal expenses.
1 Abbotsford & Northeastern		\$182 03	
2 Ahnapee & Western			35 42
3 Bayfield Harbor & Great Western			
4 Bayfield Transfer R'y			
5 Chicago, Milwaukee & St. Paul	\$58,644 17	12,598 26	14,217 70
6 Chicago & Northwestern	29,048 22	4,355 99	40,691 41
7 Chicago, St. Paul, Minn. & Omaha* ..	45,710 84	5,167 32	3,437 52
8 Chicago, Burlington & Northern* ..			3,001 43
9 Chicago, Lake Shore & Eastern			275 77
10 Chicago & Lake Superior			
11 Chicago, Madison & Northern	*2,388 38		935 95
12 Chippewa River & Menomonie			
13 Drummond & South Western			40 00
14 Duluth, South Shore & Atlantic	19,415 01	738 02	848 86
15 Duluth, Superior & Western		80 00	10 00
16 Dunbar & Wausaukee			
17 Eastern Railway Co. of Minnesota ..			1,193 13
18 Fairchild & North Eastern			
19 Green Bay & Western	4,644 94		277 29
20 Hazelhurst & South Eastern			
21 Iola & Northern			
22 Glenwood & Northeastern	775 34	1,701 60	
23 Kewaunee, Green Bay & Western		108 00	10 00
24 Marshfield & South Eastern			
25 Marinette, Tomahawk & Western			
26 Minnesota & Wisconsin			466 40
27 Minneapolis, St. Paul & Sault St. Marie ..		†546 89	3,412 04
28 Northern Pacific		187 12	2,438 37
29 Northwestern Coal R'y Co.			781 24
30 Winona Bridge R'y Co.			
31 Wisconsin & Michigan	7,852 02	680 99	182 03
32 Whitcomb & Morris			
33 Wisconsin Central R'y Co.	78,186 88	11,649 27	16,137 71
34 Wisconsin Western			50 34
35 Hawthorne, Nebigamon & Superior ..			47 23
36 St. Paul & Duluth			79 43
	\$246,685 80	\$37,448 60	\$88,569 32

*Proportionate.

†Red figures.

Statistical Tables.

Operating expenses, Wisconsin, concluded, year ending June 30, 1900—General Expenses.

Stationery and printing.	Other general expenses.	Total.	Percentage of operating expenses to earnings.	Mileage upon which based.	No.
\$125 76		\$1,050 47	99.12	15.16	1
219 13		1,607 55	68.	34.	2
56 20		2,417 58	129.91	9.86	3
8,507 14	\$39,035 07	470,175 12	61.23	1,649.88	5
6,273 73	7,809 40	567,937 50	60.81	1,638.60	6
23,888 26	37,160 94	261,143 40	73.53	619.11	7
1,244 71	2,312 76	31,975 33	49.10	223.10	8
88 06	36 90	2,354 37	65.69	17.33	9
	51 64	51 64	130.	3.00	10
200 55	305 49	7,868 18	132.22	91.31	11
	141 37	2,509 01	85.45	33.	12
	108 60	437 42	88.	21.72	13
1,875 57	517 06	33,549 58	71.42	112.28	14
144 40	20 10	7,406 04	40.75	6.16	15
			294.	13.50	16
468 85	3,100 02	14,837 01	61.42	38.15	17
262 46		1,625 75	42.1	30.	18
2,138 00	2,964 54	29,743 61	79.51	225.	19
25 65		128 56	66.	17.	20
63 53	50 16	143 44	100.129	4.70	21
		2,476 94		14.15	22
187 17	502 88	5,447 97	77.85	36.70	23
238 45		4,208 30	45.646	33.	24
548 45	1,772 55	4,461 81	108.88	33.30	25
		4,967 40	57.	21.	26
7,017 67	1,756 75	63,651 14	43.40	271.42	27
1,506 34	2,035 82	23,066 45		87.37	28
63 91	269 32	5,466 37	71.65	2.53	29
	*45 16	*558 76		.54	30
548 45	3,809 65	17,981 25	97.2	40.12	31
		200 00		6.	22
15,816 25	13,465 27	383,229 91	65.88	808.60	33
227 66	3,007 06	5,345 29	126.	51.3	34
		47 23	60.	7.35	35
20 39	43 37	1,031 41	64.56	13.75	36
\$71,766 74	\$120,321 88	\$1,959,091 79	2,558.95	6,229.99	
				\$177.71	

‡Average for 35 roads.

Statistical Tables.

Recapitulation of operating expenses, year ending June 30, 1900, apportioned between passenger and freight traffic.

NAME OF COMPANY.	MAINTENANCE OF WAYS AND STRUCTURES.		MAINTENANCE OF EQUIPMENT.	
	Wisconsin.	Whole line.	Wisconsin.	Whole line.
1 Abbotsford & Northeastern	\$5,774 87	\$5,774 87	\$2,011 91	\$2,011 91
2 Ahnapee & Western	14,717 98	14,717 98	2,158 13	2,158 13
3 Big Falls R'y Co.				
4 Bayfield Harb. & G. W.]	1,732 00	1,732 00	527 40	527 40
5 Bayfield Transfer R'y]				
6 Chicago, Mil. & St. P.]	2,689,759 36	9,053,380 57	1,344,072 01	4,523,971 75
7 Chicago & Northwestern	1,769,513 59	5,665,326 81	1,350,818 25	4,324,819 46
8 Chicago, St. P., M. & O.	916,568 89	2,045,456 12	406,695 13	907,599 03
9 Chicago, Burlington & Nor.	*222,005 75	6,529,581 06	*149,951 26	4,410,331 25
10 Chicago, L. Shore & East.	19,436 85	217,677 77	5,528 37	344,824 13
11 Chicago & Lake Superior.	1,104 12	1,104 12	88 45	88 45
12 Chicago, Madison & North.	61,387 73	410,441 82	13,646 86	130,855 56
13 Chippewa River & Menom.	4,972 90	4,972 90	3,672 48	3,672 48
14 Drummond & Southwest.	5,363 59	5,363 59	2,846 20	2,846 20
15 Duluth, So. Shore & Atl.	50,179 38	384,772 71	27,388 42	210,012 93
16 Duluth Sup. & Western....	60,179 75	60,179 75	13,955 42	13,955 42
17 Dunbar & Wausaukee....				
18 Eastern R'y Co. of Minn.	57,266 64	357,893 81	42,790 71	249,174 94
19 Fairchild & North East...	3,147 15	3,147 15	1,208 44	1,208 44
20 Green Bay & Western	158,913 95	158,913 95	61,487 25	61,487 25
21 Hazelhurst & South East.	1,128 28	1,128 28	3,126 88	3,126 88
22 Iola & Northern	904 29	904 29	234 97	234 97
23 Glenwood & Northeastern.	948 00	948 00	1,430 71	1,430 71
24 Kewaunee, Gr. Bay & W...	28,307 84	28,307 84	7,538 85	7,538 85
25 Mattoon R'y Co.				
26 Marshfield & So. Eastern	5,907 41	5,907 41	401 53	401 53
27 Marinette, Tom. & Western	14,452 00	14,452 00	2,687 01	2,687 01
28 Minnesota & Wisconsin ..	4,915 29	4,915 29	2,871 37	2,871 37
29 M., St. P. & Sault St. M.	149,160 82	537,306 80	141,202 62	438,646 73
30 Northern Pacific	66,415 03	4,874,086 55	27,226 23	2,232,399 63
31 Northwestern Coal R'y Co.	1,712 95	1,712 95	850 81	850 81
32 Winona Bridge R'y Co.	*936 60	1,800 12		
33 Wisconsin & Michigan	9,935 55	17,959 64	10,256 59	18,447 12
34 Whitcomb & Morris	1,450 00	1,450 00	725 28	725 28
35 Wisconsin Central R'y Co.	646,669 56	766,684 53	412,999 37	492,259 53
36 Wisconsin Western	11,349 67	11,349 67	5,365 92	5,365 92
37 Hawthorne, Neb. & Sup...	2,248 23	2,248 23	2,286 88	2,286 88
38 St. Paul & Duluth	3,680 73	325,728 21	2,343 57	207,395 91
Totals	\$6,992,196 75	\$31,517,362 92	\$4,050,399 23	\$13,606,213 96

*Proportionate.

Statistical Tables.

Recapitulation of operating expenses, year ending June 30, 1900, apportioned between passenger and freight traffic.

CONDUCTING TRANSPORTATION.		GENERAL EXPENSES.		TOTAL.		No.
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$4,772 98	\$4,772 98	\$1,050 47	\$1,050 47	\$13,610 23	\$13,610 23	1
10,545 35	10,545 35	1,607 55	1,607 55	29,029 01	29,029 01	2
				9,131 75	9,131 75	3
						4
5,499 84	5,499 84	2,417 58	2,417 58	10,176 82	10,176 82	5
3,566,070 05	12,002,928 48	470,175 13	1,582,548 37	8,070,076 55	27,162,829 17	6
4,553,838 67	14,579,703 98	567,937 50	1,818,325 42	8,242,108 01	26,388,175 67	7
1,312,398 28	2,880,532 90	261,143 40	582,779 29	2,896,805 70	6,416,367 34	8
394,183 04	11,593,619 01	*31,975 30	940,450 27	799,239 94	†23,473,981 58	9
29,845 33	744,678 88	2,354 37	25,647 69	57,164 92	1,332,928 47	10
3,334 23	3,334 23	51 64	51 64	4,578 44	4,578 44	11
59,709 39	478,967 59	5,479 80	39,224 74	140,223 78	1,059,489 71	12
17,233 21	17,233 21	2,509 01	2,509 01	28,387 60	28,387 60	13
4,531 61	4,531 61	437 42	437 42	13,178 82	13,178 82	14
105,303 10	807,458 62	33,549 58	154,999 07	216,420 48	1,557,243 47	15
53,812 40	53,812 40	7,406 04	7,406 04	135,353 61	135,353 61	16
				5,579 53	5,579 53	17
248,269 45	928,554 22	14,837 01	97,425 67	363,163 81	1,633,048 64	18
8,618 75	8,618 75	1,625 75	1,625 75	14,600 09	14,600 09	19
134,782 63	134,782 63	29,743 61	29,743 61	384,927 44	384,927 44	20
8,528 81	8,528 81	128 56	128 56	12,912 53	12,912 53	21
3,764 80	3,764 80	143 44	143 44	5,047 50	5,047 50	22
9,598 51	9,598 51	3,975 77	3,975 77	15,952 99	15,952 99	23
22,803 51	22,803 51	5,447 97	5,447 97	64,098 17	164,098 17	24
				11,135 75	11,135 75	25
10,791 63	10,791 63	4,208 30	4,208 30	21,208 87	21,308 87	26
16,294 82	7,294 82	4,461 81	4,461 81	37,895 64	37,895 64	27
13,600 81	13,600 81	4,967 40	4,967 40	26,354 87	26,354 87	28
302,066 27	1,216,226 17	63,611 14	456,162 23	6,608 85	2,683,741 93	29
132,288 97	6,494,209 40	23,056 45	773,651 68	248,986 68	14,374,247 26	30
12,349 73	12,349 73	5,466 37	5,466 37	20,379 86	20,379 86	31
*1,013 94	1,949 90	*513 60	987 70	*2,463 61	4,737 72	32
20,604 14	37,067 82	17,981 25	27,383 46	58,827 53	100,848 04	33
1,533 00	1,533 00	200 00	200 00	3,908 28	3,908 28	34
1,638,275 49	1,952,682 74	383,229 91	707,493 09	3,081,174 23	3,919,119 89	35
9,967 45	9,967 48	5,345 29	5,345 29	32,028 72	32,028 72	36
7,453 02	7,453 02	47 23	47 23	12,035 36	12,035 36	37
6,882 27	639,514 17	1,031 41	91,274 93	13,937 98	1,263,913 22	38
\$12,370,565 53	\$54,753,301 00	\$1,958 157 06	\$7,379,594 82	\$25,582,859 63	\$158,283,283 99	

*Proportionate.

Statistical Tables.

Rentals paid according to the report of June 30, 1900. A. Rentals paid for lease of roads.

NAME OF COMPANY.	WISCONSIN.	
	Cash.	Total.
Chicago & Northwetsern	\$8,513 74	\$8,513 74
Chicago, Burlington & Northern	*9,765 82	9,765 82
Duluth, Superior & Western	3,216 00	3,216 00
Eastern Railway Co. of Minnesota	4,807 74	4,807 74
Northern Pacific		
St. Paul & Duluth		
	\$26,303 30	\$16,537 48
		\$9,765 82
		\$26,303 30

*Proportionate.

Rentals paid according to the report of June 30, 1900. A. Rentals paid for lease of roads.

NAME OF COMPANY.	WHOLE LINE.			
	Interest on bonds guaranteed.	Interest on stocks guaranteed.	Cash.	Total.
Chicago & Northwestern			\$27,257 85	\$27,257 85
Chicago, Burlington & North.			287,230 27	287,230 27
Duluth, Superior & Western			3,216 00	3,216 00
Eastern Railway Co. of Minn.			89,077 62	89,077 62
Northern Pacific	61,520 00		51,331 86	112,851 86
St. Paul & Duluth			28,684 53	28,684 53
	\$61,520 00		\$486,798 13	\$261,087 86
			61,520 00	287,230 27
			\$548,318 17	\$548,318 17

Statistical Tables.

Rentals paid according to report of June 30, 1900. B. Rents paid for lease of other property.

NAME OF COMPANY.	WISCONSIN.			
	Tracks.	Yards.	Terminals.	Total.
Chicago, Milw. & St. Paul..				\$104,080 59
Chicago & Northwestern	\$6,120 68	\$3,748 09	\$19,179 45	\$29,048 22
Chi., St. P., Minn. & Omaha..	*24,986 06		*20,734 77	*45,720 73
Chicago, Burlington & North'n	8,932 01			*8,932 01
Chi., Lake Shore & Eastern..				
Chicago, Madison & Northern				
Duluth, So. Shore & Atlantic	17,531 20		1,883 81	19,415 01
Eastern Ry. Co. of Minnesota	17,005 67		3,231 57	20,237 24
Green Bay & Western.....	1,200 00			1,200 00
Minnesota & Wisconsin			69 27	69 27
Minn., St. Paul & Ashland....				
Minn., St. P. & S't Ste. Marie				
Northern Pacific	14,707 34			14,707 34
Wisconsin & Michigan	7,852 02			7,852 02
Wisconsin Central Ry. Co.	51,426 91	375 00	26,384 97	78,186 88
St. Paul & Duluth.....			187 80	187 80
	\$149,761 89	\$4,123 09	\$71,671 64	\$329,637 11

Proportionate.

Rentals paid according to report of June 30, 1900. B. Rents paid for lease of other property.—Continued.

NAME OF COMPANY.	WHOLE LINE.			
	Tracks.	Yards.	Terminals.	Total.
Chicago, Milwaukee & St. P.				\$350,321 75
Chicago & Northwestern	\$19,596 16	\$12,000 00	\$61,406 49	93,001 65
Chi., St. P., Minn. & Omaha..	62,937 20		52,203 47	115,140 67
Chi., Burlington & Northern			262,706 25	262,702 25
Chi., Lake Shore & Eastern..	198,320 58			198,320 58
Chicago, Madison & Northern		6,061 90		6,061 90
Duluth, So. Shore & Atlantic	32,350 00	650 00	13,615 22	46,615 22
Eastern Ry. Co. of Minnesota	54,447 38		48,463 85	102,911 23
Green Bay & Western		3,464 94		3,464 94
Minnesota & Wisconsin			69 27	69 27
Minn., St. Paul & Ashland				
Minn., St. P. & S't Ste. Marie	38,563 08		90,595 86	129,158 94
Northern Pacific				165,502 15
Wisconsin & Michigan	9,165 43			9,165 43
Wisconsin Central Ry. Co.	170,646 58	24,012 00	149,249 63	343,908 21
St. Paul & Duluth	13,457 88		33,624 73	47,082 61
	\$599,484 29	\$26,188 84	\$711,933 77	\$1,873,426 80

Statistical Tables.

Employees and salaries, year ending June 30, 1900.

NAME OF COMPANY.	GENERAL OFFICERS.			OTHER OFFICERS AND GENERAL OFFICERS' CLERKS.		
	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.
1 Abbotsford & Northeast'n	4			2	\$4 00	\$720 00
2 Ahnapee & Western	2	\$4 00	\$1,200 00			
3 Bayfield Har. & Gt. W.						
4 Bayfield Transfer Ry...	1	3 06	1,116 65	1	1 80	404 50
5 Chi., Milwaukee & St. P.	9	16 49	132,590 30	110	2 36	69,351 59
6 Chicago & Northwestern	3	10 65	9,999 96	18	3 82	21,522 91
7 C., St. P., Minn. & Omaha	3	9 13	9,999 96	5	2 79	5,083 87
8 Chi., Burlington & North'n	3	10 69	11,592 00	6	2 94	5,520 00
9 Chi., Lake Shore & East'n		2 23	699 96	1		
10 Chicago & Lake Superior	6					
11 Chi., Madison & North'n						
12 Chip. R. & Menomonie	2	3 13	1,700 00	1	1 53	453 72
13 Drummond & S. Western	5			1	64	200 00
14 Dul., Superior & Western	1	3 11	2,113 31	2	2 42	883 05
15 Dunbar & Wausaukee						
16 Eastern Ry. Co. of Minn.		7 74	5,257 22	4	2 69	925 27
17 Fairchild & North East'n	4			1		
18 Green Bay & Western	5	5 19	11,400 00	10	2 32	6,515 67
19 Hazelhurst & So. Eastern	5					
20 Iola & Northern	4					
21 Kew nee, Green B. & W.	5	2 18	4,300 00	2	1 80	577 00
22 Mattoon Ry. Co.						
23 Marshfield & So. Eastern	2	4 57	2,850 00			
24 Marinette, Tomah'k & W.	1	4 26	1,324 75	2	1 15	472 65
25 Minnesota & Wisconsin	2	2 88	1,800 00	1	3 83	1,200 00
26 M., St. P., & S't Ste. M.	2	4 81	23,211 71	40	2 08	20,458 64
27 Northern Pacific						
28 Northwest'n Coal. Ry. Co.	3	7 70	2,350 03	4	2 83	1,413 41
29 Winona Bridge Ry. Co.	1	81	300 00	1	1 15	420 00
30 Whitecomb & Morris			200 00			
31 Wis. Central Ry. Co.	23	9 19	131,521 52	301	2 16	212,496 34
32 Wisconsin Western	1	4 13	773 08	3	1 91	1,073 08
33 St. Paul & Duluth	11	11 29	508 13	59	2 41	588 61
	108		\$356,808 58	575		\$350,280 31

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Continued.

STATION AGENTS.			OTHER STATION MEN.			ENGINE MEN.			No.
No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	
1	\$2 13	\$660 00				1	\$2 88	\$900 00	1
3	1 41	1,324 44	1	\$0 93	\$290 06	1	4 34	1,358 69	2
291	1 74	158,031 22	814	1 53	390,711 87	384	3 48	1,220 00	3
240	2 09	156,065 18	679	1 54	337,056 33	458	3 57	393,964 23	4
67	2 24	47,079 42	83	1 74	45,322 84	108	4 14	533,029 20	5
31	1 60	18,060 00	24	1 63	12,264 00	32	3 74	139,856 12	6
1	2 47	900 00	2	1 30	582 00	6	2 58	43,704 00	7
2	1 02	480 00				1	1 92	4,769 07	8
15	1 53	8,375 42	2	1 23	900 00	6	3 77	600 00	9
						6	3 77	6,622 04	10
						2	2 74	2,023 10	11
9	2 32	6,076 40	9	1 71	5,028 10	2	2 63	836 12	12
1	4 38	1,600 20	36	1 97	25,710 10	7	3 61	7,909 51	13
									14
6	2 30	3,911 38	255	1 86	28,389 04	2	2 78	835 00	15
2						13	3 85	13,122 05	16
31	1 54	14,828 60	13	1 22	4,905 33	3	2 25		17
2	2 10	545 04				16	3 60	18,043 50	18
1	2 12	660 00	1	10	31 20	2	2 49	1,718 99	19
3	1 60	1,620 00	3	1 20	1,334 50	1	2 91	907 18	20
						3	3 50	2,560 50	21
5	1 43	2,039 21				2			22
1	1 50	540 00	2	1 25	912 50	2	3 47	1,280 38	23
1	1 92	600 00	3	61	571 02	4	2 30	2,829 00	24
34	1 50	18,653 05	8	1 28	3,743 92	2	3 00	1,697 26	25
5	2 62	4,781 83	15	1 70	9,103 34	34	3 81	47,287 11	26
1	2 72	795 00	2	1 89	916 73	8	4 11	12,500 00	27
						1	3 46	1,498 21	28
						2	1 96	950 00	29
						1		720 00	30
102	1 70	64,370 91	155	1 70	75,929 78	165	3 55	190,127 79	31
11	1 22	2,501 80				2	3 50	675 50	32
1	2 25	820 80				2	1 77	1,157 23	33
2	2 91	2,126 88	3	2 14	2,340 00	1	2 81	720 36	34
869		\$517,441 80	2,110		\$946,042 66	1,276		\$1,435,422 08	....

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Wisconsin—Continued.

NAME OF COMPANY.	FIREMEN.			CONDUCTORS.		
	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.
1 Abbotsford & Northeast'n	1	\$1 92	\$605 49			
2 Abnapee & Western	1	1 80	564 41	1	\$2 45	\$765 40
3 Bayfield Har. & G. W.) Bayfield Transfer Ry....	2	1 67	711 42	2	1 93	832 72
4 Chi., Milwaukee & St. P.	384	2 30	260,828 76	258	3 33	269,149 93
5 Chicago & North-western.	507	2 21	362,762 41	230	3 43	312,602 79
6 C., St. P., Minn. & Omaha	108	2 56	86,559 97	76	3 60	85,750 93
7 Chi., Burlington & North'n	32	2 20	25,728 00	32	3 14	36,672 00
8 Chi., Lake Shore & East'n	4	1 86	2,881 38	3	2 69	2,749 30
9 Chicago & Lake Superior				1	1 53	490 00
10 Chi., Madison & Northern	7	2 21	3,880 76	6	3 55	5,928 69
11 Chlp. R. & Menomonee..	2	1 57	991 65			
12 Drummond & So. West'n	2	1 52	449 40			
13 Dul., So. Shore & Atlantic	7	2 20	4,820 20	7	3 03	6,638 73
14 Dunbar & Wausauke	1	1 96	588 00	1	2 00	600 00
15 Eastern Ry. Co. of Minn.	14	2 26	7,612 47	11	3 23	7,864 82
16 Fairchild & North East'n	3	1 70		1	3 66	
17 Green Bay & Western....	17	2 15	11,837 69	12	2 60	9,933 40
18 Hazelhurst & So. East'n	2	1 74	1,263 18	1	2 50	791 87
19 Iola & Northern	1	1 20	374 50			
20 Kew'nee, Green B. & W.	3	2 00	1,262 29	2	2 50	1,560 00
21 Mattoon Ry. Co.	2			1		
22 Marshfield & So. Eastern	2	1 98	690 50	2	2 84	956 07
23 Marinette, Tomah'k & W.	4	1 70	2,091 00	3	2 17	2,061 50
24 Minnesota & Wisconsin..	2	1 65	951 30	1	3 44	1,080 00
25 M., St. P. & S't Ste. M.	34	2 02	18,725 23	22	3 37	27,060 62
26 Northern Pacific	8	2 30	7,003 84	8	3 26	9,680 74
27 Northwest'n Coal Ry. Co.	2	1 80	1,320 51			
28 Whitcomb & Morris	1		540 00			
29 Wis. Central Ry. Co.....	167	2 19	114,050 85	104	3 27	108,495 61
30 Wisconsin Western	4	2 11	407 53	2	2 88	580 50
31 Hawthorne, Neb. & Sup.	2	1 51	609 99	1	1 75	563 00
32 St. Paul & Duluth	1	2 19	414 03	1	3 33	406 43
	1,327		\$920,526 76	839		\$893,225 05

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Wisconsin—Continued.

OTHER TRAINMEN.			MACHINISTS.			CARPENTERS.			No.
No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	No.	Daily compensation.	Total yearly compensation.	
1	\$1 90	\$624 64					\$1 69	\$223 58	1
1	1 61	504 94	1	\$0 95	\$166 59	2	1 56	286 06	2
									3
520	1 97	320,371 39	94	2 40	66,226 42	204	1 88	108,644 13	4
558	2 01	365,974 17	174	2 04	114,172 56	255	2 11	180,537 53	5
180	2 13	120,064 44	79	1 82	44,970 65	226	1 83	129,221 78	6
48	1 81	31,632 00	33	2 09	21,540 00	39	1 94	23,640 00	7
						3	2 28	2,568 40	8
									9
11	2 15	5,905 54				43	2 27	12,069 41	10
3	1 64	1,306 08	2	2 78	1,044 26	1	2 06	504 21	11
4	1 56	646 33	1	3 39	966 13	1	1 51	283 59	12
17	1 5	10,109 90				8	2 33	5,505 65	13
1	1 72	516 00							14
25	2 10	9,715 36	35	2 83	21,533 62	47	2 32	33,730 39	15
1	1 65		1	3 83					16
18	1 65	9,792 67	14	2 55	12,020 17	13	1 90	7,806 51	17
1	1 79	677 23							18
1	1 61	501 92							19
4	1 50	1,615 23							20
2									21
3	1 72	1,134 98	2	1 32	500 16				22
						3	2 04	1,815 60	23
3	1 64	1,002 50							24
67	1 52	37,055 85				19	1 92	11,226 10	25
16	2 03	11,466 48				4	2 35	2,597 00	26
									27
									28
223	1 99	136,882 18	85	1 97	59,358 40	149	2 01	99,761 42	29
9	1 92	936 77	1	2 71	511 41	13	2 00	1,678 94	30
2	1 57	477 69							31
2	1 76	551 77	1	2 44	329 06	1	2 51	443 47	32
1,721		\$1,069,466 06	523		\$343,339 43	1,034		\$622,543 77	....

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Wisconsin—Continued.

NAME OF COMPANY.	OTHER SHOPMEN.			SECTION FOREMEN.		
	No.	Daily compensation.	Yearly compensation.	No.	Daily compensation.	Yearly compensation.
1 Abbotsford & Northeast'n				1	\$1 70	\$524 46
2 Ahnapee & Western				4	1 39	1,732 24
Bayfield Har. & G. W.)						
3 Chl., Milwaukee & St. P.)	1	\$1 77	\$72 50	1	1 85	575 40
4 Chicago & Northwestern)	551	1 80	292,797 72	278	1 73	151,259 42
5 C., St. P., Minn. & Omaha)	592	1 70	18,850 74	282	1 75	155,601 69
6 Chl., Burlington & North'n)	95	1 72	51,077 78	168	1 80	60,720 91
7 Chl., Lake Shore & East'n)	161	1 54	77,844 00	37	1 50	20,230 00
8 Chicago & Lake Superior)	2	2 28	1,650 00	1	1 97	720 00
9 Chl., Madison & Northern)						
10 Chl. R. & Menomonie..)	1	2 23	386 73	16	1 71	6,408 55
11 Drummond & So. Western)	1	1 90	643 46	1	1 75	525 00
12 Dul., So. Shore & Atlantic)	7	1 62	3,546 17	1	1 69	369 27
13 Dul., Superior & Western)				20	1 64	11,969 05
14 Eastern Ry. Co. of Minn.)				1	1 62	581 95
15 Fairchild & North East'n)	285	1 64	107,668 07	9	1 50	5,089 00
16 Green Bay & Western....)				2	1 65	
17 Hazelhurst & So. Eastern)	39	1 50	20,002 52	37	1 50	17,760 00
18 Iola & Northern				1	1 69	398 45
19 Kew'nee, Green Bay & W.)				1	1 10	343 20
20 Mattoon Ry. Co.)	1	1 50	480 00	6	1 50	2,700 00
21 Marshfield & So. Eastern)				1		
22 Marinette, Tomah'k & W.)				5	1 57	2,515 33
23 Minnesota & Wisconsin)				4	1 84	2,213 52
24 M., St. P. & S't Ste. M.)				3	1 60	1,379 64
25 Northern Pacific	1	1 19	365 14	41	1 49	22,334 97
26 Northwest'n Coal Ry. Co.)	2	2 12	1,800 64	16	1 53	8,959 90
27 Winona Bridge Ry. Co.)				1	2 00	504 26
28 Whiteconf. & Morris)						
29 Wis. Central Ry. Co.)				1		325 00
30 Wisconsin Western	168	1 99	108,202 71	128	1 57	73,071 32
31 Hawthorne, Neb. & Sup.)	2	1 72	498 37	7	1 71	2,008 02
32 St. Paul & Duluth	2	1 80	1,000 00	1	1 75	525 00
	2	1 96	896 92	2	1 58	1,152 00
	1,913		\$987,783 47	1,017		\$552,547 55

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Wisconsin—Continued.

OTHER TRACKMEN.			SWITCHMEN, FLAGMEN AND WATCHMEN.			TELEGRAPH OPERATORS AND DISPATCHERS.			No.
No.	Daily compensa- tion.	Yearly compensa- tion.	No.	Daily compensa- tion.	Yearly compensa- tion.	No.	Daily compensa- tion.	Yearly compensa- tion.	
10	\$1 25	\$2,278 80							1
10	1 31	3,593 76	1	\$1 18	\$429 25				2
10	1 58	3,573 88	1	1 25	456 99				3
946	1 23	364,903 10	399	1 98	247,149 35	268	\$2 09	\$175,575 20	4
2,140	1 34	669,225 14	374	2 16	277,511 09	211	1 87	137,305 46	5
576	1 43	257,666 61	47	2 34	34,466 33	76	1 99	47,310 16	6
130	1 15	46,872 00	23	1 74	14,640 60	18	2 00	13,260 00	7
16	1 40	7,715 33	10	2 21	8,746 27				8
3	1 25	889 74	1	1 11	396 75				9
47	1 25	11,725 75				2	1 64	1,200 00	10
14	1 50	4,378 96	3	1 19	1,229 02				11
14	1 40	4,306 55	2	1 28	313 52				12
50	1 44	22,124 05	1	1 28	106 50	12	1 57	5,044 90	13
13	1 91	8,907 55	8	2 53	6,929 05	2	82	599 95	14
328	1 64	52,193 78	49	2 27	25,949 69	17	2 30	8,705 47	15
11	1 50								16
94	1 10	26,121 80	15	1 60	6,896 94	4	2 00	2,988 50	17
2	1 48	660 12	1	1 73	229 44				18
14	1 10	5,177 31	1	1 50	458 25	1	2 00	600 00	19
5									20
12	1 22	2,829 15							21
16	1 60	5,360 00	2	1 30	949 00				22
21	1 48	5,993 78	2	94	722 50				23
209	1 17	75,436 66	4	2 67	3,83 94	20	1 68	12,243 48	24
86	1 54	41,204 29	7	2 71	6,789 61	8	1 70	5,113 90	25
2	1 75	906 48	3	2 08	5,454 42				26
			2	1 45	709 33				27
1		325 00							28
727	1 33	311,899 56	113	2 00	78,621 23	87	1 79	55,057 10	29
50	1 25	3,757 71	2	1 33	289 26				30
6	1 65	1,419 00							31
6	1 37	2,370 00	1	1 16	60 00	1	1 48	540 00	32
5,569		\$1,943,814 86	1,072		\$722,787 73	727		\$465,544 12	33

Statistical Tables.

Employees and salaries, year ending June 30, 1900—Wisconsin.

NAME OF COMPANY.	EMPLOYEES ACCOUNT, FLOATING EQUIPMENT.			ALL OTHER EMPLOYEES AND LABORERS.		
	No.	Daily compensa- tion	Yearly compensa- tion.	No.	Daily compensa- tion.	Yearly compensa- tion.
1 Abbotsford & Northeast'n						
2 Ahnapee & Western						
3 Bayfield Har. & G. W.						
Bayfield Transfer Ry...						
4 Chicago, Mil. & St. Paul.				1,714	2 13	\$1,204,306 71
5 Chicago & Northwestern				636	1 85	396,926 34
6 C., St. P., Minn. & Omaha				505	1 82	288,417 68
7 Chi., Burling'ton & North'n				7	2 42	5,292 00
8 Chi., Lake Shore & East'n						
9 Chicago & Lake Superior						
10 Chi., Madison & North'n				28	2 47	11,841 50
11 Chlp. R. & Menomonie...	6	\$1 60	\$2,600 00	15	1 97	8,222 27
12 Drummond & So. Western						
13 Dul., So. Shore & Atlantic				4	1 44	1,968 45
14 Duluth, Sup. & Western				24	2 04	17,540 05
15 Dunbar. & Wausaukee...						
16 Eastern Ry. Co. of Minn.				217	1 99	88,910 27
17 Fairchild & Northeastern						
18 Green Bay & Western...	17	1 23	6,772 07	11	1 12	3,865 01
19 Hazelhurst & So. Eastern				1	1 67	406 65
20 Iola & Northern						
21 Kew'nee, Green B. & W.	6	1 25	2,240 10	4	1 25	1,432 83
22 Mattoon Ry. Co.						7,070 05
23 Marshfield & So. Eastern						
24 Marinette, Tomah'k & W.						
25 Minnesota & Western				1	1 47	559 75
26 M., St. P. & S't Ste. M.				78	1 40	33,554 14
27 Northern Pacific				15	1 97	9,193 34
28 Northwest'n Coal Ry. Co.						
29 Winona Bridge Ry. Co.						
30 Whitcomb & Morris						
31 Wisconsin Cent. Ry. Co.				691	1 69	294,535 63
32 Wisconsin Western				63	1 52	1,516 56
33 Hawthorne, Neb. & Sup.				1	1 65	594 00
34 St. Paul & Duluth				2	1 83	1,067 88
	29	\$4 08	\$11,612 17	4,017	\$33 70	\$2,377,201 11

Statistical Tables.

Employes and salaries, year ending June 30, 1900, Wisconsin--Continued.

DISTRIBUTION OF FOREGOING EMPLOYEES.				TOTAL EXCLUDING GENERAL OFFICERS.			No
General administra- tion. No.	Maintenance of ways and structures. No.	Maintenance of equipment. No.	Conducting transporta- tion. No.	No.	Daily com- pensa- tion.	Yearly compensa- tion.	
6		11	4	17	\$1 76	\$6,536 97	1
2	16	1	9	26	1 55	10,015 86	2
2	11	1	7	20	1 74	7,847 11	3
119	2,408	1,204	3,493	7,215	2 01	4,534,314 03	4
3	3,079	428	3,897	7,407	1 96	4,394,133 50	5
3	627	508	1,204	2,339	2 04	1,613,505 63	6
9	208	196	243	653	1 82	396,948 00	7
1	17	5	26	49	1 97	33,981 71	8
	3		5	8	1 32	2,846 49	9
1	127	3	52	183	1 96	74,857 66	10
3	15	4	31	51	1 78	23,665 00	11
6	15	3	10	29	1 58	9,014 37	12
	78	7	73	158	1 84	90,847 61	13
3	14		71	87	2 03	62,831 90	14
			5	5		2,539 00	15
4	384	320	607	1,315	1 96	420,578 40	16
5	12	1	13	25			17
6	161	64	135	361	1 65	181,340 38	18
5	3		10	13	1 95	6,690 27	19
4	1		5	6	1 50	2,318 00	20
6	26	5	21	53	1 50	24,218 01	21
	1	5	7	13		7,070 05	22
2	17	2	14	33	1 60	11,945 73	23
3	20	3	16	41	1 74	19,244 77	24
3	24		15	40	1 62	15,737 75	25
33	275	27	278	611	1 73	349,530 39	26
1	121	3	73	198	1 95	130,194 91	27
1	3	1	8	16	2 19	12,808 02	28
			5	5	1 55	2,079 33	29
	1	1	2	4	1 62	1,910 00	30
324	1,747	201	1,116	3,365	1 91	2,007,419 06	31
4	127	9	30	169	1 58	16,435 45	32
	7	2	9	18	1 73	7,166 71	33
11	6	10	69	85	1 89	14,007 41	34
577	9,554	3,025	11,563	24,618	\$56 13	\$14,386,078 53	-

Statistical Tables.

Passenger train mileage, Wisconsin, 1900—Passenger traffic.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passengers revenue.
1 Abbotsford & Northeastern	2,617	39,000	14.90	\$1,365 04
2 Ahnapee & Western	23,421	796,314	34	16,816 38
3 Big Falls Ry. Co.				
4 Bayfield Har. & G. W. } Bayfield Transfer Ry. ...	23,704	91,497	3.86	2,965 82
5 Chi., Milwaukee & St. P.				2,510,654 25
6 Chicago & Northwestern	5,228,408	143,408,514	274.29	2,871,763 21
7 C., St. P., Minn. & Omaha	822,635	41,167,456	50.04	996,783 91
8 Chi., Burlington & North'n	*3,110	*125,837	*3.75	*273,662 27
9 Chicago & Lake Superior	9,274	27,892	3.00	1,216 20
10 Chi., Madison & Northern	84,316	1,666,306	19.76	35,865 26
11 Chippewa R. & Menomonie	845	12,675	15	506 59
12 Dul., So. Shore & Atlantic	92,823	4,484,099	48.31	96,329 83
13 Dunbar & Wausaukee				
14 Eastern Ry. Co. of Minn.	126,104	2,106,821	16.70	45,268 14
15 Fairchild & North Eastern	2,607	52,371	20.9	1,973 58
16 Green Bay & Western	186,597	4,059,833	21.79	96,397 80
17 Hazelhurst & South East'n	1,874	18,252	9.73	695 55
18 Iola & Northern	5,958	28,003	4.70	1,132 06
19 Kew'nee, Green Bay & W.	29,979	653,451	21.80	18,494 76
20 Mattoon Ry. Co.				
21 Marshfield & South East'n				
22 Marinette, Tomah'k & W.	15,496	116,220	7.50	4,759 65
23 Minnesota & Wisconsin				3,233 70
24 M., St. P. & S't Ste. Marie	145,633	9,193,147	63.13	189,286 19
25 Northern Pacific	140,751	4,337,387	30.82	106,377 59
26 Winona Bridge Ry. Co.*	11,312			2,827 90
27 Wisconsin & Michigan				
28 Wisconsin Cent. Ry. Co.	844,923	45,622,719	51.63	929,078 53
29 Wisconsin Western	9,121	193,565	21.22	4,997 23
30 Hawthorne, Neb. & Sup.	321	2,359	7.35	
31 St. Paul & Duluth	32,239	185,258	5.75	3,938 22
	7,843,873	258,389,026	503.06	\$3,206,389 66

*Proportionate.

Statistical Tables.

Passenger train mileage, Wisconsin, 1900—Passenger traffic—Continued.

Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost to carry each passenger one mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.	No.
\$0.5216	\$0.035		\$2,178 58	\$143 71		1
.718	.02112		21,577 43	634 63	\$0.50689	2
			713 64			3
						4
.12512	.03241		3,125 70	317 01	.24199	5
			3,463,319 97	2,099 13	2.58284	6
.54926	.02003	\$0.02216	3,434,711 84	2,096 13	.95644	7
1.19964	.02397		1,169,196 14	1,888 51	.91264	8
.0958	*.00007		330,531 53	1,525 91	*.0348	9
.13114	.04371		11,424 98	474 99	.75877	10
.42537	.02152		48,395 83	530 02	.65621	11
.60	.04	.03418	506 59	15 35	.01299	12
1.03772	.02148		112,490 66	1,001 87	.80957	13
			1,045 20			14
.35897	.02149		51,906 07	1,360 58	.94786	15
.757	.0376	.0015	2,452 17	817 39		16
.51716	.02374		121,269 85	538 98	.4060	17
.37116	.03811	.02515	805 54	47 38	.03303	18
.19	.04037		1,371 76	291 86	.1550	19
.61692	.02830		22,511 32	613 39	.46377	20
			2,183 48			21
			7,021 95	212 78		22
.30715	.04095	.08151	5,273 79	158 37	.50050	23
			4,394 08	209 24		24
1.29975	.02059		254,742 05	938 55	.31775	25
.75579	.02453		121,285 62	1,388 18	1.61718	26
.13	.0124		2,851 20	2,745 60		27
			10,305 20			28
1.09960	.02130		1,141,071 15	1,411 17	.76318	29
.54788	.02582		6,097 48	118 85	.31412	30
			80 25	25	.034	31
.12215	.02126		4,958 71	360 63	.30942	
\$12.4667	\$0.8925	\$0.1645	\$10,349,799 76	\$21,940 46	\$13.83495	

*Proportionate.

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900 — Freight traffic.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average dis- tance haul of one ton.	Total freight rev- enue.
1 Abbotsford & Northeast.	37,119	502,647	13.54	\$11,408 44
2 Ahnapee & Western	31,766	1,080,044	34.	20,842 21
3 Bayfield Har. & G. W. ...	23,800	160,385	6.739	4,782 89
4 Bayfield Transfer R'y ...				
5 Chicago, Mil. & St. P.	7,987,934	1,204,124,250	151.	9,606,872 37
6 Chicago & Northwestern	1,744,685	277,711,800	159.18	10,073,630 43
7 Chicago, St. P., M. & O.	523,369	102,422,039.4	13.47	2,699,358 70
8 Chicago, Burlington & N.*	559,781			898,537 20
9 Chicago, L. Shore & E.	4,801	2,403	3.	39,234 09
10 Chicago & L. Superior ...	113,290	3,316,541	29.27	2,096 21
11 Chicago, Madison & Nor.	115,000	1,725,000	15.	57,579 39
12 Chippewa Riv. & Menom.	47,171	471,710	10.	32,713 67
13 Drummond & So. West.	305,337	18,020,960	59.02	14,978 78
14 Duluth, S. S. & Atlantic	1,235,817			189,306 58
15 Duluth, Sup. & Western	4,356,261	80,799,142	18.55	308,964 20
16 Eastern R'y Co. of Minn.	73,333	728,336	9.9	512,283 38
17 Fairchild & Northeastern	362,012	37,215,837	102.80	32,160 49
18 Green Bay & Western ..	109,638	1,011,425	9.22	362,351 23
19 Hazelhurst & South East.	9,721	45,689	4.70	18,694 48
20 Iola & Northern	166,975	5,669,767	33.96	3,665 05
21 Kewaunee, G. B. & West.				59,828 13
22 Marshfield & South East.	57,630	648,337	11.4	
23 Marinette, Tom. & West.	116,801	5,562		29,532 79
24 Minnesota & Wisconsin.	1,860,643	255,263,855	137.19	41,822 02
25 M., St. P. & S. Ste. Marie	1,334,564	27,447,327	20.6	1,250,128 22
26 Northern Pacific	408,584	1,021,067	2.53	327,906 16
27 Northwestern C. R'y Co.				28,442 00
28 Winona Bridge R'y Co.*	3,832,600	485,967,591	126.80	8,553 47
29 Wisconsin Cent. R'y Co.	22,202	7,983,177	35.96	3,511,973 30
30 Wisconsin Western	43,364	318,725	7.35	19,397 05
31 Hawthorne, Neb. & Sup.	252,536	629,173	2.49	17,822 96
32 St. Paul & Duluth	25,731,734	2,504,304,839.	101.751	16,629 65
				\$30,201,484 54

*Proportionate.

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900 — Freight traffic.

Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	No.
\$0.30735	\$0.02270	\$0.02707	\$11,408 44	752.53	\$1.19837	1
.65612	.01930	.....	20,842 21	.61301	.48962	2
.....	.....	.....	.....	.....	.....	3
.20096	.02982	.....	4,830 57	489.92	.37397	4
.....	.....	.....	9,653,343 17	5,850.93	1.61032	5
1.26111	.00836	.00421	10,084,596 41	6,154.40	2.17063	6
1.54719	.00972	.....	2,701,932 74	4,364.22	1.90779	7
.1271	.00029	.....	899,713 85	142.57	.0583	8
.07009	.....	.....	39,234 09	2,263.94	.....	9
.43662	.14554	.....	2,096 21	698.74	.37206	10
.50825	.01736	.....	57,579 39	630.59	.76293	11
.28447	.01896	.01620	32,713 67	991.32	.83881	12
.3175	.03175	.02772	14,978 78	689.63	.....	13
.61999	.0105	.....	190,148 01	1,693.52	1.31983	14
.25	.....	.....	308,954 20	50,154.90	.....	15
.11760	.00634	.....	513,158 87	13,451.08	4.92678	16
.439	.044	.011	32,160 49	1,072.05	.....	17
1.009	.00974	.....	362,836 35	1,612.61	1.54448	18
.17051	.01848	.01219	18,694 48	1,099.68	.76654	19
.37702	.08022	.....	3,665 05	779.80	.41413	20
.35831	.01055	.....	59,828 13	1,630.20	1.23255	21
.....	.....	.....	39,659 23	1,201.79	.....	22
.51245	.04555	.04381	29,532 79	886.87	.92790	23
.....	.....	.....	41,822 02	1,991.52	.....	24
.67188	.00490	.....	1,252,509 01	4,614.65	1.79661	25
.24570	.01195	.....	328,365 03	3,758.33	2.89597	26
.0747	.02786	.....	28,442 00	11,241.90	.....	27
.....	.....	.....	8,553 47	8,251.77	.....	28
.9163	.00723	.....	3,515,517 26	4,347.66	1.86870	29
.87366	.02430	.....	19,397 05	378.11	.99944	30
.411	.559	.25	17,822 96	1,637.46	.0194	31
.06585	.02643	.....	16,629 55	1,209.43	1.21280	32
12.82973	1.19085	.03945	.....	134,655.08	31.62849	

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900—Passenger and freight.

Name of Company.	Passenger and freight revenue.	Passenger and freight revenue per mile of road.	Passenger and freight earnings.	Passenger and freight earnings per mile of road.
1 Abbotsford & Northeastern	\$12,773 48	\$842 58	\$13,587 02	\$896 24
2 Ahnapee & Western	37,658 59	1,107 61	42,419 64	1,247 64
3 Big Falls R'y Co.			10,390 91	
4 Bayfield Har. & Gt. West.				
5 Bayfield Transfer R'y	7,748 71	785 87	7,956 27	806 92
6 Chicago, Mil. & St. Paul.	12,117,526 62	7,344 49	13,116,663 14	7,950 07
7 Chicago & Northwestern	12,945,393 64	7,900 28	13,519,308 25	8,250 52
8 Chicago, St. P., M. & O.	3,686,142 61	5,953 94	3,871,123 88	6,252 73
9 Chicago, Burlington & N.	*1,172,199 52	*185 75	1,692,641 74	*199 88
10 Chicago, L. Shore & East.				
11 Chicago & Lake Superior.	3,312 41	1,104 14	3,521 19	1,173 73
12 Chicago, Madison & North.	93,444 65	1,023 38	106,975 22	1,160 61
13 Chippewa Riv. & Menom.	33,220 26	1,006 67	33,220 26	1,006 67
14 Drummond & So. Western			14,978 78	
15 Duluth, So. Shore & At.	286,636 41	2,543 97	302,638 67	2,695 39
16 Duluth, Sup. & Western	308,954 20	50,154 90	308,954 20	50,154 90
17 Dunbar & Wausaukee			25,423 31	
18 Eastern R'y Co. of Minn.	557,551 52	14,614 72	566,064 94	14,811 66
19 Fairchild & North Eastern	34,612 66	1,153 75	34,612 66	1,153 75
20 Green Bay & Western	458,749 03	2,151 58	484,106 20	2,151 58
21 Hazelhurst & So. Eastern	19,390 03	1,140 59	19,500 02	1,147 06
22 Iola & Northern	4,797 11	1,020 70	5,036 81	1,071 66
23 Glenwood & Northeastern			265 00	
24 Kewaunee, G. B. & West.	78,322 89	2,134 14	82,339 45	2,243 58
25 Mattoon R'y Co.			9,897 38	
26 Marshfield & South Eastern	46,681 18	1,414 58	46,631 18	
27 Marinette, Tom. & Western	34,292 44	1,029 80	34,806 58	1,045 24
28 Minnesota & Wisconsin	46,216 10	2,200 76	46,216 00	
29 M., St. P. & S. St. Marie.	1,439,414 41	5,303 27	1,507,251 06	5,553 20
30 Northern Pacific	434,282 75	4,970 62	449,650 65	5,146 51
31 Northwestern C. R'y Co.			28,442 00	
32 Winona Bridge R'y Co.*			11,474 46	
33 Wisconsin & Michigan			60,491 64	
34 Whitcomb & Morris			3,343 99	
35 Wisconsin Cent. R'y Co.	4,441,051 83	5,492 27	4,656,588 41	5,758 83
36 Wisconsin Western	24,394 28	475 52	25,494 53	497 21
37 Holmes & Son				
38 Hawthorne, Neb. & Sup.	17,903 21	2,435 81	17,903 21	2,435 81
39 St. Paul & Duluth	20,567 87	1,495 84	21,588 36	1,570 06
	\$38,352,238 41	\$126,987 53	\$41,179,566 81	\$126,381 45

*Proportionate.

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900—Passenger and freight.

Gross earnings from operation.	Gross earnings from operation per mile of road.	Expenses.	Expenses per mile of road.	Income from operation.	Income from operation per mile of road.	No.
\$13,731 47	\$905 77	\$13,610 23	\$897 77	\$121 24	\$8 00	1
42,419 64	1,247 64	29,029 01	853 79	13,390 63	393 84	2
10,390 91						3
7,966 27	806 92	10,176 82	1,032 13	12,220 55	225 16	4
13,180,423 51	7,988 71	8,070,076 55	4,891 31	5,110,346 96	3,097 40	5
13,552,784 83	8,270 95	8,242,108 01	5,029 97	5,310,676 82	3,240 98	6
3,939,823 90	6,363 69	2,896,805 70	4,678 98	1,043,018 20	1,684 71	7
1,697,012 41	*204 53	*798,115 37	*126 47	598,772 47	2,683 98	8
87,018 09	5,021 24	57,164 92	3,298 61	29,853 17	1,722 63	9
3,521 19	1,173 72	4,578 44	1,526 15			10
106,050 22	1,161 43	140,223 78	1,535 69	134,173 56	1374 26	11
33,220 26	1,006 67	28,387 60	860 23	4,832 66	146 44	12
14,978 78						13
303,046 24	2,699 02	216,420 48	1,927 51	86,625 76	771 51	14
332,151 17	53,920 64	135,353 61	21,972 98	196,797 56	31,947 66	15
25,423 31						16
691,241 06	15,497 79	363,163 81	9,519 36	228,077 24	5,978 43	17
34,612 66	1,153 75	14,600 09	486 67	19,862 57	662 09	18
484,106 20	2,151 58	384,927 44	1,710 79	99,178 76	440 79	19
19,500 02	1,147 06	12,912 53	759 66	6,587 49	387 50	20
5,040 63	1,072 47	5,047 50	1,073 94	6 87	1 47	21
265 00						22
82,339 45	2,243 58	64,098 17	1,746 54	18,307 90	497 04	23
10,107 93						24
46,681 18		21,308 87	645 72	25,372 31	768 85	25
35,323 41	1,060 76	37,895 64	1,138 01			26
46,216 10		26,354 87	1,254 99	4,980 30	237 15	27
1,511,697 39	5,569 58	656,080 85	2,417 21	855,616 54	3,152 37	28
493,554 19	5,649 01	248,986 68	2,849 80	244,567 51	2,799 21	29
28,442 00	11,241 89	20,379 86	8,055 28	8,062 14	3,186 61	30
11,474 46	*11,050 60	*2,463 60	*2,391 80	8,917 84	8,658 09	31
60,491 64						32
3,348 99						33
4,676,821 47	5,783 85	3,081,174 33	3,810 50	1,595,647 14	1,973 35	34
25,507 03	497 21	32,028 72	624 34	6,261 69	122 06	35
830 00						36
18,410 21	2,504 79	12,035 36	1,637 46	6,338 10	862 34	37
21,588 36	1,570 06	13,937 98	1,013 67	7,650 38	556 39	38
41,557,551 47	\$158,964 92	\$21,639,446 82	\$89,767 23	\$15,523,601 69	\$75,856 76	39

*Proportionate.

†Red figures.

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900—Train mileage.

Name of Company.	Miles run by passenger trains.	Miles run by freight trains,
1 Abbotsford & Northeastern		9,520
2 Ahnapee & Western		
3 Bayfield Harbor & Great Western		
4 Bayfield Transfer Ry.		
5 Chicago, Milwaukee & St. Paul	946,224	204,792
6 Chicago & Northwestern	3,502,676	4,375,456
7 Chicago, St. Paul, Minneapolis & Omaha	1,219,890	1,255,109
8 Chicago, Burlington & Northern*	327,641.61	498,914.94
9 Chicago, Lake Shore & Eastern		
10 Chicago & Lake Superior		
11 Chicago, Madison & Northern	73,750	75,466
12 Chippewa River & Menomonie		39,000
13 Duluth, South Shore & Atlantic	138,931	144,070
14 Eastern Railway Co. of Minnesota	51,069	100,454
15 Green Bay & Western	243,785	180,013
16 Hazelhurst & South Eastern		
17 Iola & Northern		
18 Kewaunee, Green Bay & Western		
19 Marinette, Tomahawk & Western		330
20 Minneapolis, St. Paul & Sault Ste. Marie	195,494	581,123
21 Northern Pacific	74,993	113,387
22 Wisconsin Central Ry. Co.	1,456,453	1,842,273
23 Wisconsin Western		
24 Hawthorne, Nebagamon & Superior		9,172
25 St. Paul & Duluth	5,047	2,730
	8,234,984	9,431,865

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900—Train mileage—Con.

Miles run by mixed trains.	Total mileage trains earning revenue.	Miles run by switching engines.	Miles run by construction and other trains.	Grand total train mileage.	No.
.....	9,520	.....	.....	9,520	1
42,568	42,568	.....	.....	42,568	2
.....	.....	.....	.....	.....	3
12,917	12,917	.....	.....	12,917	4
394,673	7,545,689	.....	.....	7,545,689	5
353,891	8,232,023	2,806,128	1,112,730	12,150,881	6
61,224	2,626,223	450,217	197,858	3,284,298	7
25,630.2	852,186.77	.....	.....	.....	8
.....	.....	143,490	.....	143,490	9
7,512	7,512	.....	.....	7,512	10
.....	149,216	10,164	6,171	165,551	11
.....	39,000	.....	.....	39,000	12
.....	283,021	.....	3,096	286,117	13
3,708	155,226	.....	26,209	181,435	14
54,912	478,710	68,725	12,628	560,063	15
24,388	24,388	.....	.....	24,388	16
8,850	8,850	.....	.....	8,850	17
45,540	48,540	.....	.....	48,540	18
41,930	45,730	5,160	5,400	56,290	19
116,022	892,644	44,952	24,059	961,635	20
.....	188,385	.....	9,017	197,402	21
38,690	3,337,721	567,624	503,732	4,409,127	22
19,403	19,408	.....	1,850	21,258	23
.....	9,172	.....	.....	9,172	24
10,982	18,759	11,850	.....	30,609	25
1,265,840	23,737,409	4,108,316	902,780	30,196,312	.....

Statistical Tables.

Passenger and freight train mileage, Wisconsin, 1900—Mileage of cars and average of loads.

Name of Company.	Mileage of loaded freight cars north or east.	Mileage of loaded freight cars south or west.	Mileage of empty freight cars north or east.	Mileage of empty freight cars south or west.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Bayfield Har. & G. W. ...]	12,917	25,834	12,917	12,917
4 Bayfield Transfer Ry. ...]				
5 Chi., Mil. & St. Paul*	43,138,101	44,628,893	18,844,567	16,696,396
6 Chicago & Northwestern				
7 C., St. P., Minn. & Omaha	8,453,973.45		3,164,321.21	
8 Chi., Burlington & North'n*				
9 Chi., Lake Shore & Eastern	242,196	322,298	109,407	82,845
10 Chi., Madison & Northern	19,500			19,500
11 Chippewa R. & Menomonie	854,765	604,159	224,385	660,978
12 Dul., So. Shore & Atlantic	1,167,703	1,061,442	272,673	1,123,587
13 Eastern Ry. Co. of Minn.				
14 Fairchild & North aEastern	1,199,866	1,277,193	254,401	389,120
15 Green Bay & Western	12,272	113,715	113,715	12,272
16 Hazelhurst & South East'n				
17 Iola & Northern	123,816	144,863	46,055	24,516
18 Kew'nee, Green Bay & W.	58,060	32,060	13,500	54,600
19 Marinette, Tomah'k & W.				
20 Minnesota & Wisconsin	8,437,698	8,028,862	1,146,115	2,222,037
21 M., St. P. & S't St. Marie	1,103,238	762,610	357,922	682,951
22 Northern Pacific				
23 Northwest'n Coal Ry. Co.	17,915,757	18,247,055	7,089,881	6,061,759
24 Wisconsin Cent. Ry. Co. ...	53,269	54,289	17,815	13,446
25 Wisconsin Western	28,620	15,157	16,530	26,285
26 Hawthorne, Neb. & Sup... ..	25,665	35,616	18,497	8,896
27 St. Paul & Duluth				
	82,847,416	75,354,046	31,702,711	28,091,105

*Proportionate.

Statistical Tables.

Passenger and freight train mileage, Wisconsin, 1900—Mileage of cars and average of loads—Continued.

Average number of freight cars in train.	Average number of loaded cars in train.	Average number of empty cars in train.	Average number of tons of freight in train.	Average number of tons of freight in each loaded train.	Mileage upon which based.	No.
					15.16	1
					34	2
6	4	2	6	1½	9.86	3
597.72	428.9	168.8	5,230.81	311.10	1,649.88	4
26.07	18.56	7.51	264.61	13.72	1,638.60	5
					619.11	6
						7
						8
					17.33	9
10.03	7.48	2.55	43.95	5.88	91.81	10
6	6	6	90	15	33	11
16	10	6	125.085	12.35	112.28	12
34.80	21.4	13.4	775.74	36.25	38.15	13
					30	14
13	10	3	158.42	15.20	225	15
10	5	5	41	8	17	16
					4.70	17
7	5	2	116.81	21.10	36.70	18
4.3	3.1	2.1	34.2	16	33.30	19
					21	20
28	24	5	366	15.5	271.42	21
25.64	16.4	9.18	242.07	14.71	87.37	22
					2.53	23
26.21	19.22	6.99	258.32	13.44	808.60	24
7.15	5.54	1.61	41.13	7.42	51.3	25
9.43	4.77	4.66	34.73	7.28	7.35	26
6.47	4.47	2.00	45.88	10.27	13.75	27
833.82	593.84	247.80	7,864.75	524.72	5,868.70	.....

Statistical Tables.

Freight traffic movement, Wisconsin, (company's material excluded).

NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.			
	Grain.	Flour.	Other mill products.	Hay.
1 Ahnapee & Western	7,249	305		2,295
2 Bayfield Har. & G. W.]				
3 Bayfield Transfer Ry. ...]	100	10	87	357
4 Chi., Mil. & St. Paul.....	501,010	83,155	27,312	20,948
5 Chicago & Northwestern ..	502,696	122,672	53,541	30,514
6 C. St. P., Minn. & Omaha	137,430	14,483	5,577	46,606
7 Chi., Madison & Northern	5,316	2,017	599	64
8 Dul., So. Shore & Atlantic	16,326	15,886	5,045	4,290
9 Eastern Ry. Co. of Minn.*				
10 Fairchild & North Eastern	1,156	302		54
11 Green Bay & Western	92,482	18,065		5,515
12 Hazelhurst & South East'n	233	51	100	291
13 Iola & Northern	327	219		
14 Kewaunee, Green B. & W.	51,306	7,049		5,338
15 Marinette, Tomah'k & W.	1,187	386	629	1,310
16 Minnesota & Wisconsin....	2,957	608	156	724
17 M., St. P. & S't St. Marie	96,025	372,653	9,713	9,097
18 Northern Pacific	705,829	32,336	5,056	7,981
19 Wisconsin & Michigan	4,932	1,345	1,067	520
20 Wisconsin Cent. Ry. Co....	93,313	179,919	57,488	14,820
21 Wisconsin Western	741	154	88	
22 Hawthorne, Neb. & Sup....	233	105		617
23 St. Paul & Duluth	47,668	1,829	5,127	1,317
	2,268,436	853,549	171,585	152,658

*Pr
:Ot.
:St.

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Con.

PRODUCTS OF AGRICULTURE.			Freight originating on road in Wisconsin. Whole tons.	Freight received from this road originating outside of Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.	
Tobacco.	Cotton.	Fruit and vegetables.			Whole ton.	Per cent.
		286	9,062	1,073	10,135	31.905
		62	616		616	1.59
31,621	†24,049	68,259			756,354	14.930
7,873	280	110,819	477,216	351,089	828,205	13.32
793		30,593	202,969	32,513	235,482	18.17
		1,688	4,023	5,661	9,684	8.55
		3,468	15,214	29,811	45,025	14.73
	†131,150			131,150	131,150	3.005
		593	1,993	112	2,105	28.69
		35,953	75,483	76,532	152,015	41.99
2		116		793	793	.73
		5,126	5,369	303	5,672	58.34
		2,740	28,152	28,281	66,433	29.79
1		163	500	3,181	3,681	6.33
		60	3,599	906	4,505	.04
	†2,127	9,837	494,987	4,465	499,452	26.84
	†22	5,326	3,174	753,376	756,550	56.79
		93	434	7,528	7,962	4.28
1,061		128,273	215,127	259,747	474,874	12.39
525		29	1,078	459	1,537	6.92
1	†90		262	784	1,046	2.39
		6,633	8,965	53,609	62,574	24.75
41,877	157,718	410,127	1,548,223	1,751,373	4,055,950	416.52
			†756,354			
			2,304,577			

*Proportionate.

†Other agricultural products.

‡St. Paul.

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Con.

NAME OF COMPANY.	PRODUCTS OF ANIMALS.				
	Live stock.	Dressed meats.	Other packing house products	Poultry, game and fish.	Wool.
1 Ahnapee & Western	1,032			263	
2 Bayfield Harbor & Gt. West.]					
3 Bayfield Transfer Ry.		36	22	70	
4 Chicago, Milwaukee & St. Paul	140,797	20,781	10,267	42,651	3,422
5 Chicago & Northwestern	127,928	5,404	73,767	8,065	2,298
6 Chi., St. Paul, Minn. & Omaha	24,948	2,098	1,245	3,472	305
7 Chicago, Madison & Northern..	12,961		75		173
8 Duluth, South Shore & Atlantic	412	3,149		160	2,912
9 Eastern Ry. of Minnesota*....					
10 Fairchild & North Eastern	206				
11 Green Bay & Western	10,302			219	
12 Hazelhurst & South Eastern....	49	330	33	2	
13 Iola & Northern	62				
14 Kewaunee, Green Bay & West.	2,576			1,299	
15 Marinette, Tomahawk & West.	139	48	9	15	
16 Minnesota & Wisconsin	1,060				83
17 Minn., St. P. & S't Ste. Marie	3,952	5,286	5,500	3,439	2,768
18 Northern Pacific	1,287		84	6,966	1,766
19 Wisconsin & Michigan			240		
20 Wisconsin Central Ry. Co.	22,274	2,466	3,542	1,795	1,349
21 Wisconsin Western	2,151				17
22 Hawthorne, Nebagamon & Sup.	67	4			
23 St. Paul & Duluth	894	606	444		
	353,097	40,108	95,228	68,406	15,093

*Proportionate.

Statistical Tables.

• Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Con.

PRODUCTS OF ANIMALS.		Freight originating on road in Wisconsin. Whole tons.	Freight received from this road originating outside of Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE.		No.
Hides and leather.	All other.			Whole tons.	Per cent.	
.....	1,087	208	1,295	14.076	1
.....	128	.....	128	.54	2
11,112	229,030	229,030	4.521	3
26,380	217,053	26,779	243,832	3.93	4
262	20,258	12,072	32,330	2.02	5
130	12,782	557	13,339	11.77	6
12	165	6,480	6,645	1.17	7
.....	*1,668	.....	*1,668	1,668	.035	8
.....	206	.....	206	2.80	9
.....	9,654	867	10,521	2.91	10
.....	414	.....	414	.37	11
.....	62	.....	62	.64	12
.....	3,355	520	3,875	2.32	13
6	130	87	217	.38	14
6	1,116	33	1,149	.02	15
1,200	18,642	3,503	22,145	1.187	16
63	115	10,061	10,166	.73	17
.....	240	240	.12	18
22,397	33,336	20,487	53,823	1.39	19
.....	2,153	15	2,168	9.77	20
.....	2	23	50	73	.14	21
.....	605	1,339	1,944	.77	22
61,568	1,670	321,234	313,986	635,270	51.609	23

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—
Product of mines.

Name of Company.	Coal anthracite.	Coal. bituminous.	Coke.	Ores.
1 Ahnapee & Western	280	315		
2 Bayfield Har. & G. W. }				
3 Bayfield Transfer Ry. ... }	92			
4 Chicago, Mil. & St. Paul..	261,514	130,227	3,611	81,400
5 Chicago & Northwestern ..	259,563	342,644	6,407	227,390
6 C., St. P., Minn. & Omaha	112,078	171,013	27,509	7,882
7 Chl., Lake Shore & East'n ..		1,131,106	1,611,315	391,709
8 Chl., Madison & Northern	5,691	14,639	275	370
9 Dul., So. Shore & Atlantic	172	536		4,673
10 Eastern Ry. Co. of Minn.				
11 Fairchild & North Eastern	46	535		
12 Green Bay & Western.....	4,379	19,420		
13 Hazelhurst & South East'n ..	23			
14 Iola & Northern	32			
15 Kew'nee, Green Bay & W.	333	55,655		
16 Marinette, Tomah'k & W.	250	1,474		
17 Minnesota & Wisconsin ..		5,284	23,529	33,148
18 M., St. P. & S't Ste. Marie ..	18,578	50,747	70	437,588
19 Northern Pacific	59,091	57,375	9,065	25,778
20 Northwestern Coal Ry. Co.	80,329	320,364	2,891	
21 Wisconsin & Michigan			78	
22 Wisconsin Central Ry. Co.	42,336	182,876	4,556	1,467,450
23 Wisconsin Western	29	1,001		
24 Hawthorne, Neb. & Sup....	13	1		
25 St. Paul & Duluth	59,561	65,667	1,698	
	904,392	2,550,878	1,690,994	2,677,388

*Proportional.

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—
Product of mines—Continued.

Stone, sand and other like articles.	Originating on this road in Wisconsin. Whole tons.	Freight received from this road or- iginating outside of Wisconsin. All other freight re- ceived from con- necting roads and carriers.	Whole tons.	Per cent.	No.
424	25	994	1,019	3.207	1
106	198		198	.82	2
249,545		726,297	726,297	14.357	3
190,353	923,403	102,064	1,026,367	16.50	4
12,871	294,567	36,786	331,353	22.75	5
803,925	948,846	2,989,208	3,938,064	63.91	6
1,292	1,391	20,876	22,267	19.64	7
1,046	612	5,815	6,427	2.11	8
		*194,084	194,084	4.21	9
		581	581	7.90	10
1,673	10,233	15,239	25,472	7.04	11
		23	23	.02	12
17		49	49	.51	13
351	41,993	14,296	56,289	33.71	14
		1,724	1,724	2.99	15
5,170	30,264	36,867	67,131	.58	16
4,990	1,328	510,645	511,973	27.523	17
2,914	4,315	150,900	154,215	11.60	18
	403,584		403,584	100	19
		78	78	.03	20
61,570	383,673	1,375,115	1,758,788	45.89	21
	1,030		1,030	4.64	22
	14		14	.02	23
5,004	125,099	6,831	131,930	52.26	24
1,341,201	3,170,575	6,188,462	9,358,937	447.197	25
				

Statistical Tables.

Freight traffic movement, Wisconsin, 1906 (company's material excluded—
Products of the forest.

Name of Company.	Lumber.	Other forest products.	Freight or- iginating on line in Wisconsin. Whole tons.
1 Abbottsford & Northeastern			
2 Ahnapee & Western	19,284	32	8,664
3 Bayfield Haror & Great Western			
4 Bayfield Transfer Ry.	4,685	15,685	29,300
5 Chicago, Milwaukee & St. Paul	1,959,953		1,959,953
6 Chicago & Northwestern	1,984,695		1,728,157
7 Chi., St. Paul, Minn. & Omaha	463,127		354,879
8 Chicago, Lake Shore & Eastern		14,597	14,597
9 Chicago, Madison & Northern	27,902		2,900
10 Chippewa River & Menomonic	113,509		113,509
11 Drummond & South Western	46,759		46,759
12 Duluth, South Shore & Atlantic	194,970	91,973	159,214
13 Eastern Ry. Co. of Minnesota*		33,182	
14 Fairchild & Eastern	22,102	43,573	65,284
15 Green Bay & Western	74,599		37,769
16 Hazelhurst & South Eastern	29,675	78,818	108,989
17 Iola & Northern	1,804		1,700
18 Kewaunee, Green Bay & Western	15,851		5,586
19 Marinette, Tomahawk & Western	29,748	19,375	49,111
20 Minnesota & Wisconsin	19,006	14,674	23,269
21 Minneapolis, St. Paul & Sault St. Marie	677,490	67	653,381
22 Northern Pacific	88,786	194,855	245,185
23 Wisconsin & Michigan	62,729	93,964	156,684
24 Wisconsin Central Ry. Co.	448,253	441,941	707,758
25 Wisconsin Western	3,838	9,319	11,899
26 Hawthorne, Nebagamon & Superior	16,171	34,841	40,842
27 St. Paul & Duluth	20,015	8,749	10,135
	6,064,773	1,085,030	6,433,496

*Proportionate.

Statistical Tables.

Passenger and freight and train mileage, Wisconsin, 1900—Train mileage.

Name of Company.	Other freight re- ceived from connecting roads. Whole tons.	Whole tonnage.	Per cent.
1 Abbotsford & Northeastern			95.
2 Ahnapee & Western	2,012	10,676	34.943
3 Bayfield Harbor & Great Western.....			
4 Bayfield Transfer R'y		20,300	85.30
5 Chicago, Milwaukee & St. Paul		1,859,958	36.716
6 Chicago & Northwestern	245,848	1,984,006	31.92
7 Chicago, St. Paul, Minneapolis & Omaha	48,267	403,137	27.67
8 Chicago, Lake Shore & Eastern		14,597	.25
9 Chicago, Madison & Northern	25,002	27,902	24.63
10 Chippewa River & Menomonie		113,500	
11 Drummond & South Western		46,750	
12 Duluth, South Shore & Atlantic	35,934	195,148	63.91
13 Eastern R'y Co. of Minnesota	33,182	33,182	.719
14 Fairchild & North Eastern	391	65,675	895.56
15 Green Bay & Western	36,821	74,590	20.60
16 Hazelhurst & South Eastern	916	107,896	98.41
17 Iola & Northern	104	1,804	18.56
18 Kewaunee, Green Bay & Western	10,283	15,881	9.51
19 Marinette, Tomahawk & Western	12	49,123	85.24
20 Minnesota & Wisconsin	1,420	24,680	.20
21 Minneapolis, St. Paul & Sault St. Marie	24,166	677,547	36.413
22 Northern Pacific	38,456	283,641	21.27
23 Wisconsin & Michigan		156,684	85.
24 Wisconsin Central R'y Co.	182,436	890,194	23.42
25 Wisconsin Western	1,258	13,157	59.26
26 Hawthorne, Nebagamou & Superior ..	170	41,012	.946
27 St. Paul & Duluth	18,629	28,764	11.40
	705,307	7,139,803	940.843

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Continued.

Name of company.	Petroleum and other oils.	Sugar.	Naval stores.	Iron, pig and blown.
1 Ahnapee & Western				
2 Bayfield Harbor & G. W.				
3 Bayfield Transfer R'y	13	5		
4 Chicago, Mil. & St. Paul	2,301			
5 Chicago & Northwestern	10,599	12,697	479	90,951
6 Chicago, St. P., M. & O.	3,410	7,396		18,493
7 Chicago, Lake Shore & E.	13,444	50,554	225,474	352,073
8 Chicago, Madison & North	768	596	15	48
9 Duluth, So. Shore & Atl.	204	993		2,947
10 Fairchild & North Eastern	115	108		
11 Green Bay & Western	596	222		
12 Hazelhurst & South East	41	23		
13 Iola & Northern				
14 Kewaunee, G. B. & W.	50	876		
15 Marinette, Tom. & W.	13	44		71
16 Minnesota & Wisconsin	179			14,421
17 Minn., St. P. & S. S. M.	7,247	2,961		5,701
18 Northern Pacific	6,462	5,652		3,772
19 Wisconsin & Michigan	88			
20 Wisconsin Central R'y Co.	20,335	4,007		21,246
21 Wisconsin Western				
22 Hawthorne, Neb. & Sup.	44			
23 St. Paul & Duluth	5,790			237
Totals	71,704	85,524	225,968	510,010

Statistical Tables.

Freight traffic movemnt, Wisconsin, 1900 (company's material excluded)—Continued.

Iron and steel rails.	Other castings and machinery.	Bar and sheet metal.	Cement, brick and lime.	Agricultural implements.	Wagons, carriages, etc.	No.
.....	150	35	477	254	148	1
.....	.....	.....	.....	.....	.....	2
890	380	.....	381	.....	79	3
241,819	56,176	131	107,833	48,561	27,312	4
48,748	51,480	117,369	149,885	41,651	39,821	5
8,077	7,114	2,216	27,312	3,245	1,826	6
733,834	18,087	220,343	97,449	148,170	.....	7
.....	559	425	3,128	881	175	8
1,004	6,785	1,756	4,219	158	551	9
717	.....	.....	698	34	.....	10
.....	1,816	1,413	6,891	1,548	343	11
.....	53	16	2	.....	19	12
.....	12	47	326	52	11	13
.....	361	4,686	1,400	280	159	14
623	197	28	310	5	25	15
31	208	.....	749	52	40	16
4,318	2,974	16,601	12,828	1,120	728	17
15,640	1,849	1,139	27,789	289	223	18
1,390	720	.....	1,020	355	80	19
12,859	27,649	18,113	46,275	5,520	5,952	20
.....	129	.....	361	268	55	21
171	112	99	55	.....	.....	22
584	980	70	1,834	.....	178	23
1,120,705	187,791	384,487	491,222	252,443	77,730	.....

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Manufactures.

Name of Company.	Wines, liquors and beer.	Household goods and furniture.	Freight or- iginating on this road in Wisconsin. Whole tons.
1 Abbotsford & Northeastern			
2 Ahnapee & Western.....	263	166	444
3 Bayfield Harbor & Great Western....]			
4 Bayfield Transfer Ry		13	761
5 Chicago, Milwaukee & St. Paul	265,728	22,097	
6 Chicago & Northwestern	205,708	86,706	763,978
7 Chi., St. Paul, Minneapolis & Omaha	6,500	6,965	55,379
8 Chicago, Lake Shore & Eastern			1,600,065
9 Chicago, Madison & Northern	143	340	1,006
10 Duluth, South Shore & Atlantic.....	949	423	3,627
11 Eastern R'y Co. of Minnesota*.....			
12 Fairchild & North Eastern	19	26	39
13 Green Bay & Western	2,912	1,197	7,024
14 Hazelhurst & South Eastern	42	17	7
15 Iola & Northern	13	40	18
16 Kewaunee, Green Bay & Western.....	526	238	5,630
17 Marinette, Tomahawk & Western.....	68	81	156
18 Minnesota & Wisconsin	395	54	14,539
19 Minneapolis, St. Paul & Sault St. Marie	3,399	2,244	22,708
20 Northern Pacific	1,848	1,433	7,111
21 Wisconsin & Michigan	236	90	839
22 Wisconsin Central R'y Co.	19,006	12,465	78,774
23 Wisconsin Western	145	205	202
24 Hawthorne, Nebagamon & Superior.....		86	232
25 St. Paul & Duluth	681	548	6,280
Totals	508,641	135,434	2,569,819

*Proportionate.

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company's material excluded)—Manufactures.

Name of Company.	All other freight received from connecting roads. Whole tons.	Total freight tonnage. Whole tons.	Total freight tonnage. Per cent.
1 Abbotsford & Northeastern			
2 Ahnapee & Western	1,049	1,493	4.700
3 Bayfield Harbor & Great Western.....			
4 Bayfield Transfer R'y		1,761	2.40
5 Chicago, Milwaukee & St. Paul.....	771,958	771,958	14.24
6 Chicago & Northwestern.....	106,516	865,404	13.94
7 Chicago, St. Paul, Minneapolis & Omaha	37,175	92,554	6.36
8 Chicago, Lake Shore & Eastern.....	309,363	1,909,428	30.96
9 Chicago, Madison & Northern	6,072	7,078	6.26
10 Duluth, South Shore & Atlantic	16,352	19,979	6.57
11 Eastern Railway Co. of Minnesota		16,865	3.65
12 Fairchild & North Eastern.....	1,678	1,717	23.40
13 Green Bay & Western	9,919	16,943	3.67
14 Hazelhurst & South Eastern	206	213	.19
15 Iola & Northern	433	501	6.07
16 Kewaunee, Green Bay & Western	2,946	8,576	5.13
17 Marinette, Tomahawk & Western	1,314	1,470	2.55
18 Minnesota & Wisconsin	1,590	16,129	.15
19 Minneapolis, St. Paul & Sault St. Marie	37,413	60,121	3.23
20 Northern Pacific	58,985	66,096	4.92
21 Wisconsin & Michigan	3,200	4,039	2.08
22 Wisconsin Central R'y Co.	114,653	193,427	4.92
23 Wisconsin Western	961	1,163	5.23
24 Hawthorne, Nebagamon & Superior....	335	567	1.30
25 St. Paul & Duluth	4,672	10,952	2.05
Totals	1,481,840	4,068,524	151.68

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company material excluded)—Merchandise and miscellaneous products.

NAME OF COMPANY.	Merchandise.	Miscellaneous, other commodities not mentioned heretofore.	Freight originating on this line Wisconsin. Whole tons.	Freight received from this road and other freight from connections. Whole line.
1 Abbotsford & Northeastern				
2 Ahnapee & Western	4,006	3,142	4,032	3,116
3 Bayfield Har. & G. W.				
4 Bayfield Transfer R'y	797		797	
5 Chicago, Mil. & St. Paul	496,468	225,725		
6 Chicago & Northwestern	587,752	679,149	1,006,902	259,999
7 Chicago, St. P., M. & O.	72,514	289,331	283,157	78,688
8 Chicago, Lake Shore & E.		299,857	212,808	87,049
9 Chicago & Lake Superior				
10 Chicago, Madison & North	16,259	16,761	17,813	15,107
11 Chippewa Riv. & Menom.	1,500		1,500	
12 Drummond & South West	421		421	
13 Duluth, So. Shore & Atl.	32,113		13,727	18,386
14 Duluth, Superior & W.				
15 Eastern R'y Co. of Minn.*	3,443.43	4,328.2		
16 Fairchild & North East	2,249	800	2,045	1,004
17 Green Bay & Western	25,477	56,994	49,924	32,547
18 Hazelhurst & South East	163	131	25	274
19 Iola & Northern	1,430	114	575	969
20 Kewaunee, G. B. & W.	9,329	6,592	8,988	6,933
21 Marinette, Tom. & West.	1,075	340	817	593
22 Minnesota & Wisconsin	2,828	406	1,122	1,112
23 Minn., St. P. & S. S. M.	42,847	46,553	14,024	65,381
24 Northern Pacific		63,898	10,338	53,560
25 Northwestern C. R'y Co.				
26 Wisconsin & Michigan	8,552	7,701	14,135	148
27 Wisconsin Cent. R'y Co.	119,607	342,876	270,371	191,123
28 Wisconsin Western	2,434	676	1,088	2,022
29 Hawthorne, Neb. & S.	652		169	483
30 St. Paul & Duluth	6,802	9,570	7,519	8,853
Totals	1,438,723.42	2,054,319	2,022,297	827,352

*Proportionate.

Statistical Tables.

Freight traffic movement, Wisconsin, 1900 (company material excluded)—Merchandise and miscellaneous products.

Total freight tonnage.	Per cent.	Grand total freight originating on road named in Wisconsin Whole line.	Grand total freight received from this road originating outside of Wisconsin and all other freight received from connecting roads and carries. Whole tons.	GRAND TOTAL FREIGHT TONNAGE.		No.
				Whole line.	Per cent.	
7,148	22.502	35,123	1,996	37,119		1
		23,314	8,462	31,776	100	2
797	3.35	23,800		23,800	100	3
722,193	14.256		5,065,796	5,065,790	100	4
1,266,901	20.39	5,127,709	1,087,185	6,214,894	100	5
261,845	24.83	1,211,200	245,501	1,456,701	100	6
299,357	4.88	2,776,316	3,385,620	6,161,936	100	7
				4,801		8
23,020	29.15	40,015	73,275	113,290	100	9
1,500		113,500	1,500	115,000	100	10
421		47,171		47,171	100	11
32,113	10.51	192,559	112,778	305,337	100	12
			1,235,817	1,235,817	100	13
7,771.63	.168		391,973	391,973	100	14
3,049	41.65	69,567	3,766	73,333	100	15
82,471	22.79	190,087	171,925	362,012	100	16
299	.28	107,012	2,626	109,638	100	17
1,544	1.17	7,724	1,997	9,721	100	18
15,921	9.54	93,716	73,259	166,975	100	19
1,415	2.46	50,714	6,916	57,630	100	20
2,334	.02	73,873	42,928	116,801	100	21
89,405	4.80	1,215,070	645,573	1,860,643	100	22
63,898	4.79	269,236	1,065,328	1,334,564	100	23
		403,584		403,584	100	24
15,623	8.46	172,092	12,534	184,626	100	25
461,494	12.04	1,689,039	2,143,561	3,832,600	100	26
3,110	14.01	16,420	5,782	22,202	100	27
652	1.50	41,528	1,836	43,364	100	28
16,372	6.48	158,603	93,933	252,536	100	29
						30
3,381,154	260.026	14,153,773	15,881,860	30,035,633	100	

Statistical Tables.

Description of equipment, whole lines, 1900—Locomotives.

NAME OF COMPANY.	PASSENGER.		FREIGHT.		SWITCHING.		LEASED.	
	N'mb'r added during year.	Total numb'r at end of year.	N'mb'r added during year.	Total numb'r at end of year.	N'mb'r added during year.	Total numb'r at end of year.	N'mb'r added during year.	Total numb'r at end of year.
1 Abbotsford & Nor.				1				
2 Ahnapee & West.		2						
3 B. H. & G. W.]								
4 Bayfield Tr. Co.]	1	1	1	1				
5 C. M. & St. Paul								
6 Chicago & N. W.*								
7 C. St. P., M. & O.*								
8 Chicago, B. & N.*								
9 C. L. S. & E....						4		
10 Chicago & L. S....		1						
11 Chippewa R. & M.				3				
12 Drum'nd & S. W.			3					
13 D., S. S. & Atl...								
14 Dul. Sup. & Wes.					2	2		
15 E. R'y Co. of M.*								
16 Fairchild & N. E.				4				
17 Gr. Bay & West.		16		14		2		
18 Hazelh'st & S. E.				1		1		
19 Iola & Northern...				1				
20 K., Gr. Bay & W.		1		1				
21 Mattoon R'y Co...				2				
22 Marshfield & S. E.		2		1				
23 Mar. Tom. & W.				3		3		
24 Minn. & Wis....				2				
25 M., St. P., & S. S. M.		5	1	8		2		7
26 Northern Pacific*								
27 Nor. C. R'y Co...						2		
28 Wis. & Michigan		2		3				
29 White'b & Morris				1				
30 W. Cen. R'y Co.*								
31 Wis. Western....		3						
32 Holmes & Son....			1	3		3		
33 Hawth., N. & S.				3				
34 St. P. & Duluth*..								
	1	33	5	52	2	19		7

*Proportionate.

Statistical Tables.

Description of equipment—Whole line, 1900—Locomotives—Continued.

TOTAL.		EQUIPPED WITH TRAIN BRAKE.		FITTED WITH AUTOMATIC COUPLERS.		No.
N'mb'r added during year.	Total numb'r at end of year.	Total num. ber.	Kind.	Total num. ber.	Kind.	
.....	1	1	.....	.....	.....	1
.....	2	1	Westinghouse.....	.....	.....	2
1	2	2	Westinghouse & New York..	.....	.....	3
.....	.....	.....	.....	.....	.....	4
6	213	428	.....	.....	.....	5
14	293	393	.....	238	.....	6
2.4	109.1	109.1	.....	105.07	.....	7
.34	20.5	19.8	.....	19.8	.....	8
.....	4	4	American.....	.3	Tower.....	9
.....	1	1	Westinghouse.....	.....	.....	10
.....	3	.....	.....	.....	.....	11
3	.....	.....	.....	.....	.....	12
.....	18	14	.....	.....	.....	13
2	2	2	New York.....	.....	.....	14
3	4	3	.....	.....	.....	15
.....	4	2	Westinghouse.....	.1	Chicago.....	16
.....	22	22	Westinghouse.....	.....	.....	17
.....	2	1	Westinghouse.....	.....	.....	18
.....	1	1	Westinghouse.....	.....	.....	19
.....	2	2	Westinghouse.....	.....	.....	20
.....	2	.....	.....	.....	.....	21
.....	3	2	Westinghouse.....	.....	.....	22
.....	6	3	Westinghouse.....	.....	.....	23
.....	2	2	Westinghouse.....	.1	Tower.....	24
1	22	22	Westinghouse.....	.22	Washburn.....	25
4	12	12	Westinghouse.....	.7	.....	26
.....	2	2	Westinghouse.....	.2	Tower.....	27
.....	5	5	.....	.....	.....	28
.....	1	.....	.....	.....	.....	29
9	89	89	.....	.....	.....	30
.....	3	3	Westinghouse.....	.3	Hein.....	31
1	6	3	Westinghouse.....	.....	.....	32
.....	3	2	Westinghouse.....	.....	.....	33
.....	3	3	.....	.....	.....	34
39.14	802.6	1,053.9	.....	424.87	.....	.....

Statistical Tables.

Description of equipment, whole line, 1904—Cars in passenger service.

NAME OF COMPANY.	FIRST CLASS.		SECOND CLASS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Ahnapee & Western		1		
2 Bayfield Harbor & Great West.				
3 Bayfield Transfer Ry.....	1	1		
4 Chicago, Milwaukee & St. Paul*.....				
5 Chicago & Northwestern*.....				
6 Chicago, St. Paul, M. & O.*.....				
7 Chicago, Burlington & Northern*.....				
8 Chicago & Lake Superior				
9 Chippewa River & Menomonic				
10 Duluth, South Shore & Atlantic*.....				
11 Eastern Railway Co. of Minn.*.....				
12 Fairchild & North Eastern				
13 Green Bay & Western		7		5
14 Hazelhurst & South Eastern				
15 Iola & Northern				
16 Keweenaw, Green Bay & Western		2		
17 Marshfield & South Eastern				
18 Marinette, Tomahawk & Western		1		
19 Minnesota & Wisconsin				
20 Minn. St. P. & Sault St. Marie.....		3		3
21 Northern Pacific*.....				
22 Wisconsin & Michigan		1		
23 Wisconsin Central Ry Co.*.....				
24 Wisconsin Western		2		
25 Hawthorne, Nebagamon & Sup.....				
26 St. Paul & Duluth*.....				
	1	18		8

*Proportionate.

Statistical Tables.

Description of equipment, whole line, 1900—Cars in passenger service.

COMBINATION.		EMIGRANT.		DINING CARS.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
.....	1	.....	.....	.....	.....	1
.....	1	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	7
.....	1	.....	.....	.....	.....	8
.....	1	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	10
1	2	.....	.....	.....	.....	11
.....	3	.....	.....	.....	.....	12
.....	1	.....	.....	.....	.....	13
.....	1	.....	.....	.....	.....	14
.....	2	.....	.....	.....	.....	15
.....	2	.....	.....	.....	.....	16
.....	2	.....	.....	.....	.....	17
.....	1	.....	.....	.....	.....	18
.....	1	.....	4	.....	1	19
.....	.....	.....	.....	.....	.....	20
.....	1	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	22
.....	1	.....	.....	.....	.....	23
1	1	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	26
2	22	.....	4	.....	1	

Statistical Tables.

Description of equipment, whole line, 1900—Cars in passenger service.

NAME OF COMPANY.	PARLOR CARS.		SLEEPING CARS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Ahnapee & Western				
2 Bayfield Harbor Great Western]				
3 Bayfield Transfer Ry.				
4 Chicago, Milwaukee & St. Paul..				
5 Chi., St. Paul, Minn. & Omaha..				
7 Chi., Burlington & Northern				
8 Chicago & Lake Superior				
9 Chippewa River & Menomonie.....				
10 Duluth, South Shore & Atlantic..				
11 Eastern Railway Co. of Minnesota				
12 Fairchild & North Eastern.....				
13 Green Bay & Western.....				
14 Hazelhurst & South Eastern				
14 Hazelhurst & South Eastern				
15 Iola & Northern				
16 Kewaunee, Green Bay & Western				
17 Marshfield & South Eastern.....				
18 Marinette, Tomahawk & Western				1
19 Minnesota & Wisconsin				
20 Minn., St. P. & Sault Ste. Marie				2
21 Northern Pacific				
22 Wisconsin & Michigan				
23 Wisconsin Central Ry. Co.				
24 Wisconsin Western				
25 Hawthorne, Nebagamon & Sup..				
26 St. Paul & Duluth				
				3

Statistical Tables.

Description of equipment, whole line, 1900—Cars in passenger service—Continued.

BAGGAGE, EXPR'SS, POSTAL.		OTHER CARS.		TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
.....	1	.....	.....	.....	3	1
.....	1	2	2
.....	14	212	3
.....	14	25	4
.....	7.9	87.7	5
.....	14	18	6
.....	1	1	7
.....	1	8
.....	9.11	9
.....	1.19	2.46	10
.....	11
.....	7	.....	.....	.....	22	12
.....	1	13
.....	1	14
.....	1	.....	.....	.....	1	15
.....	5	16
.....	2	2	2	2	17
.....	6	18
.....	1	19
.....	4	.....	.....	.....	18	20
.....	58	104.	21
.....	2	22
.....	73.4	23
.....	3	24
.....	1	1	25
.....	4	26
.....	13	2	2	42	511.07	.....

Statistical Tables.

Inspection of equipment, whole line, 1904. Cars equipped with train brake and automatic couplers: passenger and freight service.

CARS IN PASSENGER SERVICE.

NAME OF COMPANY.	Equipped with Train Brake.		Equipped with Automatic Couplers.	
	No.	Kind.	No.	Kind.
Abbotsford & Northeast's				
Akron & Western	3.	Westinghouse	3.	Miller
Bayfield Transfer R'y*	1.	Westinghouse		
Chicago, Milwaukee & St. P.*	211.		210.	
Chicago & Northwestern*	25.2		25.2	
Chic., St. P., Minn. & O.*	55.5		55.5	
Chic., Burlington & Northern*	13.		13.	
Chic., L. Shore & Eastern				
Chicago & Lake Superior	1.	Westinghouse		
Chippewa R. & Menomonic				
Dunsmuir & So. Western			9.1	
Duluth, S. Shore & Atlan'c	9.1		9.1	
Eastern R'y of Minn.*	2.4		2.4	
Fairchild & North East'n	2.	Westinghouse	2.	Chicago & Miller
Green Bay & Western	22.	Westinghouse	22.	Miller
Hazelnut & So. Eastern	1.	Westinghouse		
Iola & Northern	1.	Westinghouse	1.	Miller
Keweenaw, Green B. & W.	5.	Westinghouse	5.	Miller
Marmfield & South East'n				
Minnesota & Wisconsin			1.	Standard
Minn., St. Paul & Ashland				
Minn., St. P. & S. S. Marie.	13.	Westinghouse	13.	Trojan & Washburn
Northern Pacific	10.4		10.4	
Northwestern Coal R'y Co.				
Whitcomb & Morris				
Wisconsin Central R'y Co.	73.44		73.41	
Wisconsin Western Co.	3.	Westinghouse	3.	Hein
Holmes & Son				
Hawthorne & Nebragamon				
St. Paul & Duluth	4.01		4.01	
Total	498.35		495.05	

* Proportionate.

Statistical Tables.

Description of equipment, whole line, 1900—Cars equipped with train brake and automatic couplers; passenger and freight service—Continued.

CARS IN FREIGHT SERVICE.				Total passen- ger cars.	Total freight cars.
EQUIPPED WITH TRAIN BRAKE.		EQUIPPED WITH AUTOMATIC COUPLERS.			
No.	KIND.	No.	Kind.		
22.	Westinghouse.....	22.	Miller.....	3.	4. 21.
682.27				212.4	7,407.4
8,845.52		11,286.4		25.3	11,286.4
3,392.76		4,070.44			
453.		927.		18.08	936.49
56.	Westinghouse.....	56.	Tower.....		
			Tower.....		122.
37.	Westinghouse.....	45.	Detroit.....	1.	77.
					79
207.7				9.1	523.8
410.2		408.8		2.46	420.83
4.	Westinghouse.....	4.	Hein.....	2.	64.
297.	Westinghouse.....	393.	Miller & Trojan.....	22.	437.
1.	Westinghouse.....	1.	Miller.....	1.	4.
	Westinghouse.....		Miller.....	5.	
				2.	42.
20.	Hand brake.....				
1,108.	Westinghouse.....	1,509.	Washburn.....	18.	1,490
385.6		447.5		10.4	445.45
		1.			7.
4,108.3		4,491.4		73.4	4,876.41
4.	Westinghouse.....	4.	Hein.....	3.	2.
24.	Westinghouse.....				131.
				1	60.
137.6				4.01	140.74
26,336.38		22,672.54		414.15	28,581.52

Statistical Tables.

Description of equipment, whole line, 1900—Cars in freight service.

NAME OF COMPANY.	BOX CARS.		FLAT CARS.		STOCK CARS.		COAL CARS.	
	Num- ber added during year.	Total num- ber at end of year.	Num- ber added during year.	Total num- ber at end of year.	Num- ber added during year.	Total num- ber at end of year.	Num- ber added during year.	Total num- ber at end of year.
1 Abbotsford & N. E.				4				
2 Ahnapee & West.		1	15	20				
3 B. H. & G. W.								
4 Bay, Tr. Ry.				19				
5 C. M. & St. P.*								
6 Chicago & N. W.*								
7 C., St. P. Minn. & Omaha*								
8 C., Bur. & North.*				82				
9 C., L. Shore & E.								
10 C. & L. Superior	1	1		2				
11 C. R. & Menom.								
12 D., So. S. & Atl.*								
13 E. Ry. Co. of M.*				55				
14 Fairchild & N. E.		4		55				
15 Green Bay & W.		372		59				
16 Hazelst & S. E.								
17 Iola & Northern...		1		3				
18 Mattoon Ry. Co...		13						
19 Marshfield & S. E.		7		35				
20 M., Toma. & W.				10				
21 Minnesota & Wis.				20				
22 M., St. P. & Sault Ste. Marie	42	1,262	1	145		21		10
23 Northern Pacific*								
24 Whitcomb & M...				3				
25 Wis. C. Ry. Co.*								
26 Wis. Western ...		2						
27 Hawth'ne N. & S.								
28 St. Paul & Dul.*								
	43	1,663	15	457		21		10

*Proportionate.

Statistical Tables.

Description of equipment, whole line, 1900—Cars in freight service—Continued.

TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.	TOTAL.	No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Total number added during year.	Total number box cars in freight service at end of year.	
.....	4	1
.....	15	21	2
.....	19	3
.....	643.1	7,407.4	4
.....	1,188.4	11,286.4	5
.....	6
.....	189.76	4,070.44	7
.....	29.1	936.4	8
.....	40	.....	122	9
.....	75	1	1	10
.....	1.9	523.8	11
.....	39.18	420.8	12
.....	1	.....	4	.....	64	13
.....	6	.....	.....	.....	437	14
.....	63	.....	63	15
.....	4	16
.....	16	.....	29	17
.....	42	18
.....	4	40	4	50	19
.....	20	20
.....	21
.....	15	1	37	48	1,490	22
.....	17.2	445.45	23
.....	4	.....	7	24
.....	397.8	4,876.41	25
.....	2	26
.....	60	.....	60	27
.....	140.7	28
.....	22	4	339	1,574.44	32,547.80	.....

Statistical Tables.

Description of equipment, whole line, June 30, 1900—Cars in company's service;
cars contributed to fast freight line service, cars leased.

NAME OF COMPANY.	GRAVEL CARS.		DERRICK CARS.	
	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.
1 Abbotsford & Northeastern				
2 Ahnapee & Western				
3 Bayfield Harbor & G. W.				
4 Bayfield Transfer Ry.				
5 Chicago, Milwaukee & St. P.* ..				
6 Chicago & Northwestern*				
7 Chi., St. P., Minn. & Omaha* ..				
8 Chicago, Burlington & Northern*				
9 Chicago, Lake Shore & Eastern*				
10 Chicago & Lake Superior				
11 Chippewa River & Menomonie				1
12 Drummond & South Western				
13 Duluth, South Shore & Atlantic*				
14 Duluth, Superior & Western				
15 Dunbar & Wausaukee				
16 Fairchild & Northeastern				
17 Green Bay & Western				
18 Hazelhurst & South Eastern				
19 Iola & Northern				
20 Kewaunee, Green Bay & Western ..				
21 Mattoon Ry. Co.				
22 Marshfield & South Eastern				
23 Marinette, Tomahawk & Western ..				1
24 Minnesota & Wisconsin				
25 Minn., St. P. & Sault Ste. Marie ..		11		1
26 Northern Pacific*				
27 Northwestern Coal Ry. Co.				
28 Whitcomb & Morris				
29 Wisconsin Central Ry. Co.*				
30 Wisconsin Western		27		2
31 Holmes & Son		4		1
32 Hawthorne, Nebagamon & Sup.				
33 St. Paul & Duluth*				
		42		6

*Proportionate.

Statistical Tables.

Description of equipment, whole line, June 30, 1900—Cars in company's service; cars contributed to fast freight line service, cars leased—Continued.

CABOOSE CARS.		OTHER ROAD CARS.		TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
.....	1	.....	1	.....	5	1
.....	.....	.....	1	.....	1	2
.....	.....	.....	3	.....	3	3
.....	.....	.....	.....	2.8	153.51	4
.....	.....	.....	.....	77	250.6	5
.....	.....	.....	.....	64.3	126.74	6
.....	.....	.....	.....	1.19	12.07	7
.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	9
.....	2	.....	2	.....	5	10
1	.....	78	.....	79	.....	11
.....	.....	.....	.....	1.7	31.23	12
.....	.....	.....	.....	.....	7.05	13
.....	.....	.....	.....	.....	.....	14
1	6	.....	21	.....	28	15
.....	1	.....	.....	.....	1	16
.....	.....	.....	.....	.....	.....	17
.....	2	.....	.....	.....	2	18
.....	1	.....	.....	.....	2	19
.....	.....	.....	.....	.....	.....	20
1	15	.....	2	1	29	21
.....	.....	.....	.....	6.65	59.29	22
.....	1	.....	.....	.....	1	23
.....	.....	.....	.....	10.4	53.24	24
.....	2	.....	.....	.....	31	25
.....	2	14	127	14	134	26
.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	2.53	28
3	32	92	156	256.85	938.26	29
.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	33
.....

	For Foreign Loans	Total (Foreign)
	Amount of Loan in Pounds	Amount of Loan in Pounds
1.	100
2.	100
3.	100
4.	100
5.	100
6.	100
7.	100
8.	100
9.	100
10.	100
11.	100
12.	100
13.	100
14.	100
15.	100
16.	100
17.	100
18.	100
19.	100
20.	100
21.	100
22.	100
23.	100
24.	100
25.	100
26.	100
27.	100
28.	100
29.	100
30.	100
31.	100
32.	100
33.	100
34.	100
35.	100
36.	100
37.	100
38.	100
39.	100
40.	100
41.	100
42.	100
43.	100
44.	100
45.	100
46.	100
47.	100
48.	100
49.	100
50.	100
51.	100
52.	100
53.	100
54.	100
55.	100
56.	100
57.	100
58.	100
59.	100
60.	100
61.	100
62.	100
63.	100
64.	100
65.	100
66.	100
67.	100
68.	100
69.	100
70.	100
71.	100
72.	100
73.	100
74.	100
75.	100
76.	100
77.	100
78.	100
79.	100
80.	100
81.	100
82.	100
83.	100
84.	100
85.	100
86.	100
87.	100
88.	100
89.	100
90.	100
91.	100
92.	100
93.	100
94.	100
95.	100
96.	100
97.	100
98.	100
99.	100
100.	100

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Statistical Tables.

Description of equipment, whole line, June 30, 1900—Cars in company's service;
cars contributed to fast freight line service, cars leased—Continued.

CARS LEASED.		GRAND TOTAL.		GRAND TOTAL.		No.
Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	Number added during year.	Total number at end of year.	
.....	.....	.....	5	.....	1	1
.....	.....	.....	25	.....	3	2
.....	.....	.....	24	.....	.....	3
.....	.....	660.19	9,557.65	7,040	9,492.63	4
.....	1,299.8	11,790.44	11,790.44	9,193.28	11,790.44	5
.....	262	4,284.42	4,284.42	3,541.24	4,284.42	6
.....	28.11	966.65	966.65	451.64	956.28	7
.....	.....	122	56	56	56	8
.....	.....	2	1	1	1	9
.....	.....	83	37	45	45	10
.....	79	79	79	79	79	11
.....	.....	564.15	.....	.....	.....	12
.....	37.99	430.35	413.1	420.83	420.83	13
.....	.....	66	8	7	7	14
.....	.....	487	319	421	421	15
.....	.....	65	2	65	65	16
.....	.....	5	1	1	1	17
.....	.....	5	7	5	5	18
.....	.....	31	.....	.....	.....	19
.....	.....	44	2	.....	.....	20
.....	6	64	3	5	5	21
.....	.....	21	22	2	2	22
.....	513	1,537	1,126	1,527	1,527	23
.....	24.52	515.13	406.99	458.03	458.03	24
.....	.....	1	2	2	2	25
.....	.....	7	.....	.....	.....	26
.....	408.28	5,003.1	4,209.9	4,604.07	4,604.07	27
.....	.....	36	37	7	7	28
.....	14	134	24	.....	.....	29
.....	.....	61	2	.....	.....	30
.....	.....	147.29	143	142.67	142.67	31
.....	513	2,849	26,085.18	36,083	34,295.57	32
.....	.....	.....	.....	.....	.....	33

Statistical Tables.

Description of equipment, whole line, 1900.

Name of Company.	Locomotives of all kinds.	Cars in passenger service of all kinds.	Cars in freight service of all kinds.	Cars of all kinds in company's service.
1 Abbotsford & Northeastern	1	.....	4	5
2 Ahnapec & Western	2	3	21	22
3 Bayfield Har. & G. W.]	2	.....	19	3
4 Bayfield Transfer Ry. ...]	.....	2	.....	.....
5 Chl., Milwaukee & St. P...	837	833	36,046	602
6 Chicago & Northwestern...	1,060	918	40,893	908
7 C., St. P., Minn. & Omaha	275	221	10,253	318
8 Chl., Burlington & North'n	603	532	27,544	355
9 Chl., Lake Shore & East'n	54	.....	4,270	21
10 Chicago & Lake Superior ..	1	1	1	.....
11 Chipecwa R. & Menomonie	3	1	77	5
12 Drummond & South West.	3	.....	.....	79
13 Dul., So. Shore & Atlantic	92	47	2,700	161
14 Dul., Superior & Western	2	.....	.....	.....
15 Eastern Ry. Co. of Minn.	44	29	4,951	83
16 Fairchild & North Eastern	4	2	64	.....
17 Green Bay & Western.....	22	22	437	28
18 Hazelhurst & South East'n	2	1	63	1
19 Iola & Northern	1	1	4	.....
20 Kew'nee, Green Bay & W.	2	5	.....	.....
21 Mattoon Ry. Co.	2	.....	29	2
22 Marshfield & South East'n	3	2	42	.....
23 Marinette, Tomah'k & W.	6	6	50	2
24 Minnesota & Wisconsin...	2	1	20	.....
25 M., St. P. & S't Ste. Marie	97	84	7,031	134
26 Northern Pacific	594	501	21,416	2,849
27 Northwestern Coal Ry. Co.	2	.....	.....	1
28 Wisconsin & Michigan	5	2	202	6
29 Whitcomb & Morris	1	7	.....	.....
30 Wisconsin Central Ry. Co.	145	120	7,968	87
31 Wisconsin & Western.....	3	3	2	31
32 Holmes & Son	6	.....	.....	134
33 Hawthorne, Neb. & Sup...	3	1	60	8
34 St. Paul & Duluth.....	62	73	2,559	46
	4,941	3,418	1,667,26	5,883

Statistical Tables.

Description of equipment, whole line, 1900—Continued.

Name of Company.	Cars contributed to fast freight line service.	Total owned.	Grand total.	Cars leased.
1 Abbotsford & Northeastern		5	5	
2 Ahnapec & Western		25	25	
3 Bayfield Har. & G. W.]				
4 Bayfield Transfer Ry. ...]		24	24	
5 Chi., Milwaukee & St. P.		37,481	37,481	
6 Chicago & Northwestern		42,719	42,719	
7 C., St. P., Minn. & Omaha		10,792	10,792	
8 Chicago, Burlington & N.		28,431	28,431	
9 Chi., Lake Shore & Eastern		4,291	4,291	
10 Chicago & Lake Superior		2	2	
11 Chippewa R. & Menomonie		83	83	
12 Drummond & South West.		79	79	
13 Dul., So. Shore & Atlantic	100	2,908	2,908	
14 Dul., Superior & Western				
15 Eastern Ry. Co. of Minn.		5,063	5,063	
16 Fairchild & North Eastern		66	66	
17 Green Bay & Western		487	487	
18 Hazelhurst & South East.		65	65	
19 Iola & Northern		5	5	
20 Kew'nee, Green Bay & W.		5	5	
21 Mattoon Ry. Co.		31	31	
22 Marshfield & South East.		44	44	
23 Marinette, Tomah'k & W.		58	64	
24 Minnesota & Wisconsin		21	21	
25 M., St. P. & S't Ste. Marie	467	4,829	7,249	2,420
26 Northern Pacific		24,766	24,766	
27 Northwestern Coal Ry. Co.		1	1	
28 Wisconsin & Michigan		210	210	
29 Whitcomb & Morris		7	7	
30 Wisconsin Central Ry. Co.		8,175	8,175	
31 Wisconsin Western		36	36	
32 Holmes & Son		134	134	
33 Hawthorne, Neb. & Sup.		61	61	
34 St. Paul & Duluth		2,179	2,678	499
	567	172,083	56,008	2,919

Statistical Tables.

Mileage, Wisconsin, 1900—Mileage of road operated.

NAME OF COMPANY.	LINE IN USE.		LINE IN USE.			
	Miles of single track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track and sidings.	Total mileage operated (all track).
1 Abbotsford & N. E. . .	15.16	.....	.....	.....	.58	15.74
2 Ahnapee & Western..	34	.....	.....	.....	2	36
3 Bayfield H. & G. W. }	9.86	.....	.....	.....	.66	10.52
Bayfield Trans. Ry. }	1,649.88	48.54	1.62	9.97	634.33	2,344.34
4 C., Milw'kee & St. P.	1,649.65	142.69	.....	.....	.....	1,783.34
5 Chicago & Northwest.	619.11	3.23	.....	.....	185.85	808.19
6 C., St. P., M. & Omaha	223.10	6.13	.....	.....	32.40	261.63
7 C., Burlington & N....	.....	.....	.....	.....	.....	.....
8 C., L. Shore & Eastern	.....	.....	.....	.....	.....	.....
9 Chi. & Lake Superior	9	.....	.....	.....	.25	3.25
10 C., Madison & North'n	91.31	.....	.....	.....	11.31	102.62
11 Chlp. R. & Menom....	33	.....	.....	.....	.....	33
12 Drummond & S. W....	21.72	.....	.....	.....	10	31.72
13 D., So. Shore & Atl'tic	112.28	.....	.....	.....	14.12	126.40
14 Dul., Sup. & Western	6.16	.....	.....	.....	8.31	14.47
15 Eastern Ry. of Minn.	38.15	16.41	.....	.....	61.75	116.31
16 Green Bay & Western	225	.....	.....	.....	23.08	248.08
17 Hazelhurst & S. E....	17	.....	.....	.....	1	18
18 Iola & Northern.....	4.70	.....	.....	.....	.....	4.70
19 Kewaunee, G. B. & W.	36.70	.....	.....	.....	9.69	46.39
20 Marshfield & S. E....	33	.....	.....	.....	.....	33
21 Marinette, Tom. & W.	33.30	.....	.....	.....	.....	33.30
22 Minn. & Wisconsin....	21	.....	.....	.....	5	26
23 M., St. P. & S. Ste. M.	271.42	.....	.....	.....	47.56	318.98
24 Northern Pacific	104.94	.85	.....	.....	31.33	137.12
25 N. W. Coal Ry. Co....	2.53	.64	.....	.....	4.83	8
26 Win. Bridge Ry. Co....	.....	.....	.....	.....	.....	.....
27 Wis. & Michigan.....	40.12	.....	.....	.....	.....	32.82
28 Whitcomb & Morris...	6	.....	.....	.....	.....	6
29 Wisconsin Cen. Ry. Co.	884.76	8.42	.....	.....	183.99	1,077.17
30 Wisconsin Western ..	51.68	.....	.....	.....	3.87	55.55
31 Haw., Neb. & Superior	7.35	.....	.....	.....	.....	7.35
32 St. Paul & Duluth....	13.75	.....	.....	.....	3.18	16.93
	6,250.63	226.91	1.62	9.97	1,275.09	7,756.92

Statistical Tables.

Mileage, Wisconsin, 1900—Mileage of road operated—Continued.

LINE REPRESENT'D BY CAPITAL STOCK.		Line of pro- prietary com- panies.	Line opera- ted under lease.	Line opera- ted under con- tract, etc..	Line opera- ted under rights track- age.	New line con- struc- ted during year.	RAILS.		Total mil- eage opera- ted.	No.
Main line.	Br'ches and spurs.						Iron.	Steel.		
15.74							14.94	.80	15.74	1
					36			36	36	2
										3
4.52				6.00				10.52	10.52	
234.07					23.27		168.83	2,152.24	2,344.34	4
1,096.54	610.72	16.06		60.02		49.30	20	1,763.34	1,783.34	5
806.60					1.59	2.90	51.6	755	808.19	6
261.10					.53			261.10	261.63	7
			17.33						17.33	8
3.25								3.25	3.25	9
102.62								102.62	102.62	10
25	8					8		33	33	11
31.72									31.72	12
120.65	1.68				4.07	1.45	.32	122.01	126.40	13
14.47						8.32		14.47	14.47	14
116.31						26.57		67.58	116.31	15
233	15.08						19	229.08	248.08	16
14	4							18	18	17
								4.70	4.70	18
44.64	1.75						9.69	36.70	46.39	19
53								33	33	20
33.30							15.50	17.80	33.30	21
26							5	21	26	22
310.36	8.62							318.98	318.98	23
119.22	17.07				.83		1.21	135.08	137.12	24
8								8	8	25
								.54	.54	26
					7.30			32.82	40.12	27
6								6	6	28
646.87	392.96				37.34	39.43	327.20	712.63	1,077.17	29
55.55								55.55	55.55	30
7.35								7.35	7.35	31
	16.56				.37			16.93	16.93	32
6,456.88	1,076.44	16.06	17.33	66.02	111.30	135.97	633.29	6,969.09	7,602.38	

Statistical Tables.

Mileage—Whole line.

NAME OF COMPANY.	LINE IN USE.		LINE IN USE.			
	Miles of single track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track and sidings.	Total mileage operated (all tracks).
Abbotsford & Northeast	15.16				.58	15.74
Ahnapee & Western	34				2	36
Bayfield Transfer R'y	9.86				.66	10.52
Chicago, Milw. & St. P.	6,461.56	285.33	6.16	1.72	1,613.26	8,368.03
Chicago & Northwestern	5,571.23	632.36			1,893.75	8,097.34
C., St. P. M. & O.	1,557.30	25.57			453.65	2,041.52
Chicago, Burlington & N.	6,412.48	333.17	23.55		1,388.29	8,157.49
Chicago, Lake Shore & E.	323.65	8.56				332.21
Chicago & Lake Superior	3				.25	3.25
Chicago, Madison & Noro.	231.30	6.08			53.82	291.20
Chippewa Riv. & Menom.	33					33
Drummond & South West.	21.72				10	31.72
Duluth, So. Shore & Atl.	578.74	2.44			128.10	709.28
Duluth, Sup. & Western.	6.16				8.31	14.47
Eastern R'y Co. of Minn.	446.60	21.02			130.53	598.15
Green Bay & Western	225				23.08	248.08
Hazelhurst & South East.	17				1	18
Iola & Northern	4.70					4.70
Kewaunee, G. B. & West.	36.70				9.69	46.39
Marshfield & So. Eastern.	33					33
Marquette, Tom. & West.	33.30					33.30
Minnesota & Wisconsin	21				5	26
Minn., St. P. & S. S. M.	1,297.95				170.80	1,468.75
Northern Pacific	5,036.99	46			925.28	6,008.27
Northwestern Coal Ry Co.	2.53	.64			4.83	8
Winona Bridge R'y Co.	1.03					1.03
Wisconsin & Michigan	72.07					72.07
Whitcomb & Morris	6					6
Wisconsin Cent. R'y Co.	1,025.93	35.27	7.02	7.02	212.15	1,287.39
Wisconsin Western	51.65				3.87	55.55
Hawthorne, Neb. & Sup.	7.35					7.35
St. Paul & Duluth	246.24	246.24	16.88		113.70	376.82
	29,824.23	1,642.68	53.61	8.74	7,157.60	38,440.61

Statistical Tables.

Mileage—Whole line.

LINE REPRESENTED BY CAPITAL STOCK		Line of pro- pri- etary com- pan- ies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Line con- structed during year.	RAILS.	
Main line.	Branch's and spurs.						Iron.	Steel.
15.74					36		14.94	.80
4.52				6				36
8,262.91					106.12	361.72	668.98	7,593.93
4,830.91	3,102.97	18.82		119.81	24.83	708.40	548.58	7,523.93
1,971.93					69.59	84.36	163.41	1,808.52
1,778.72	6,188.16			190.61		307.40	731.46	7,235.42
97.63			61.41		173.17			1,590.04
3.25								3.25
291.20								291.20
25	8					8		33
31.72								
634.38	65.15					5.30	52.62	646.91
14.47						8.32		14.47
479.10	7.27				111.78	40.62		486.37
233	15.58						19	229.08
14	4							18
44.64	1.75						9.69	4.70
33								36.70
33.30							15.50	33
26							5	17.80
1,210.11	238.84				19.80	24.43		21
3,422.28	2,310.72	40.29	245.51		29.47	151.72	278.14	1,443.95
8								5,700.66
1.03								8
57.1	6.45							1.03
6					8.52		6.45	65.62
741.92	434.42				111.05	46.44	371.20	805.14
55.55								55.55
7.35								7.35
252.35	95.86			20.46	8.15		32.60	344.22
24,587.11	12,478.87	59.11	306.92	336.88	697.48	1,746.71	2,917.57	34,705.50

Statistical Tables.

Renewals of rails and ties, Wisconsin, 1900.

NAME OF COMPANY.	NEW RAILS LAID DURING YEAR.			
	Iron, tons.	Steel, tons.	Weight, per yard.	Average price per ton at distributing point.
1 Abbotsford & Northeastern		1,339	60	\$27 00
2 Ahnapee & Western				
3 Chicago, Milwaukee & St. P.		18,606	75, 85	25 55
4 Chicago & Northwestern		11,943	90, 80, 70, 60	20 04
5 Chicago, St. Paul, M. & O.		6,524	80	19 00
6 Chicago, Burlington & Nor.		394	75	35 15-18 05
7 Chicago, Lake Shore & E.		90	70, 75	32 00
8 Chicago, Madison & North.				
9 Chippewa Riv. & Menom.	115		50	25 00
10 Drummond & South West.				
11 Duluth, South Shore & Atl.				
12 Duluth, Superior & West.				
13 Eastern R'y Co. of Minn.		11,965	75	21 70
14 Green Bay & Western		1,478	77.5	25 60
15 Hazelhurst & South East.				
16 Iola & Northern				
17 Marinette, Tom. & West.		500	60	22 00
18 Minnesota & Wisconsin				
19 Minn. St. P. & S. S. M.				
20 Northern Pacific		1/4	66	19 80
22 Wisconsin & Michigan				
23 Wisconsin Cent. R'y Co.		2,151	80, 85.	26 47
24 Wisconsin Western				
25 St. Paul & Duluth		756	70	20 00
	115	55,746 1/4		

Statistical Tables.

Renewals of rails and ties, Wisconsin, 1900.

NEW TIES LAID DURING YEAR.			
Kind.	Total number.	Average price at distributing point.	No.
Hemlock, oak and elm	6,067	16.8	1
Hemlock and cedar	34,675	.22	2
Mixed	543,060	42.40	3
Oak, etc.	678,991	.35	4
Mixed	265,158	.35	5
Cedar and oak	79,309	30-40, 38-60	6
Oak and hemlock	3,225	34, 57	7
Oak	36,827	.35	8
Hemlock	10,230	.....	9
Soft wood	3,660	.1	10
Mixed	23,880	.2175	11
Pine and cedar	1,654	.47	12
Mixed	7,740	.31	13
Hemlock, Cedar and oak	74,292	.27	14
Hemlock	2,000	.25	15
Cedar, oak, etc.	10,163	.25	16
Tamarack, etc.	14,000	.17	17
Elm and butternut	9,134	16, 20, 10	18
Mixed	120,945	.28	19
Oak and Tamarack	27,216	.28	20
Tamarac and pine	225	.32	21
Cedar	3,000	.20	22
Mixed	313,675	.314	23
Mixed	4,722	.37	24
Oak and tamarack	10,466	.26	25
	2,284,304	64.98	

Statistical Tables.

Consumption of fuel by locomotives, Wisconsin, 1900.

NAME OF COMPANY.	PASSENGER, TONS.		FREIGHT, TONS.	
	Anthracite.	Bituminous.	Anthracite.	Bituminous.
1 Abbotsford & Northeastern				433
2 Annapee & Western		641		
3 Bayfield Transfer R'y				
4 Chicago, Milw. & St. Paul		121,513		240,666
5 Chicago & Northwestern		145,896		324,146
6 Chicago, St. Paul, M. & O.		38,850		77,391
7 Chicago, Burlington & Nor.		210,436		571,965
8 Chicago, Lake Shore & E.				
9 Chicago, Madison & North.		2,543		4,615
10 Chippewa Riv. and Menom.				
11 Drummond & South West.				656
12 Duluth, South Shore & Atl.		3,804		6,560
13 Duluth, Superior & West.				
14 Green Bay & Western		4,380		7,139
15 Hazelhurst & South East.				807
16 Iola & Northern				
17 Kewaunee, Gr. Bay & W.				2,123
18 Marinette, Tom. & West.				25
19 Minnesota & Wisconsin				
20 Minn., St. Paul & S. S. M.		5,974		36,563
21 Northern Pacific		1,837		7,879
22 Northwestern Coal R'y Co.				
23 Hawthorne, Neb. & Sup.				625
24 Wisconsin Central R'y Co.		56,353		136,206
25 Wisconsin Western				676
26 Hawthorne, Neb. & Sup.				625
27 St. Paul & Duluth		199		320

Statistical Tables.

Consumption of fuel by locomotives, Wisconsin, 1900.

NAME OF COMPANY.	SWITCHING, TONS.		CONSTRUCTION, TONS.		Total.
	Anthra-cite.	Bitumin-ous.	Anthra-cite.	Bitumin-cite.	
1 Abbotsford & Nor...					433
2 Ahnapee & Western...					641
3 Bayfield Transfer R'y					44,625
4 Chicago, M. & St. P.		56,998		17,921	437,098
5 Chicago & Northw...		71,277		24,789	566,108
6 C., St. P. M. & O...		19,119		9,120	144,480
7 Chicago, Bur. & Nor...		147,911		24,366	954,680
8 Chicago, L. S. & East.		3,008			3,008
9 Chicago, Mad. & Nor...		560		222	7,940
10 Chippewa Riv. & M.					
11 Drummond & S. W...					656
12 Duluth, S. S. & Atl.				90	10,455
13 Duluth, Sup. & West.		2,458			2,458
14 Green Bay & West...		1,193		300	13,012
15 Hazelhurst & S. E...		600			1,407
16 Iola & Northern ...					327
17 Kewaun., G. B. & W.		222			2,345
18 Mar., Tom. & West...		267		275	16,756
19 Minnesota & Wiscon.					1,291
20 M., St. P. & S. S. M.				938	43,475
21 Northern Pacific ...		1,743		326	11,785
22 Noorthw. C. R'y Co.		610			610
23 Whitcomb & Morris...					
24 Wis. Cent. R'y Co...		20,317		12,826	225,702
25 Wisconsin Western ...				41	71,801
26 Hawthorne, N. & S...		208			833
27 St. Paul & Duluth...					519
					243,220,291

Statistical Tables.

Consumption of fuel by locomotives, Wisconsin, 1900—Continued.

NAME OF COMPANY.	Average cost at distrib- uting point.	WOOD.	
		Hard.	Soft.
1 Abbotsford & Northeastern	\$3 94	.....	.....
2 Ahnapee & Western	2 93	.....	210
3 Bayfield Transfer R'y	4 15	.....	10
4 Chicago, Milwaukee & St. Paul	1 81	.....	1,160
5 Chicago & Northwestern	1 70	1,409	2,840
6 Chicago, St. Paul, Minneapolis & Om.	2 25	.....	2,184
7 Chicago, Burlington & Northern	1 43	.....	1,651
8 Chicago, Lake Shore & Eastern .....	.....	.....	.....
9 Chicago, Madison & Northern	96	70	.....
10 Chippewa River & Menomonie .....	.....	2,600	.....
11 Drummond & Southwestern	3 05	.....	212
12 Duluth, South Shore & Atlantic	2 51	.....	172
13 Duluth, Superior & Western	2 38	6	.....
14 Green Bay & Western	2 50	.....	717
15 Hazelhurst & South Eastern	2 00	.....	.....
16 Iola & Northern	3 00	.....	48
17 Kewaunee, Kreen Bay & Western	2 50	.....	158
18 Marinette, Tomahawk & Western	3 45	.....	330
19 Minnesota & Wisconsin	3 49	.....	.....
20 M., St. P. & Sault Ste. Marie	2 18	.....	423
21 Northern Pacific	2 28	23	198
22 Northwestern Coal R'y Co.	3 14	.....	33
23 Whitcomb & Morris .....	.....	300	.....
24 Wisconsin Central R'y Co.	1 74	.....	1,776
25 Wisconsin Western	5 01	.....	.....
26 Hawthorne, Nebagamon & Superior	2 73	.....	434
27 St. Paul & Duluth	2 41	.....	26

Statistical Tables.

Consumption of fuel by locomotives, Wisconsin, 1900—Continued.

NAME OF COMPANY.	Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.
1 Abbotsford & Northeastern	433	10,320	83.91
2 Ahnapee & Western	746	42,568	30
3 Bayfield Transfr R'y	458.25	12,917	70.95
4 Chicago, Milwaukee & St. Paul	437,679	10,391,439	84.24
5 Chicago & Northwestern	568,467	12,088,837	94.05
6 Chicago, St. Paul, M. & O.	145,572	3,516,628	82.79
7 Chicago, Burlington & Northern	960,982	22,147,409	86.78
8 Chicago, Lake Shore & Eastern	3,008	145,540	41
9 Chicago, Madison & Northern	7,986.66	165,551	96.49
10 Chippewa River & Menomonie	1,733.33	39,000	88.89
11 Drummond & South Western	2		
12 Duluth, South Shore & Atlantic	105.41	286,117	73.69
13 Duluth, Superior & Western	24.62		
14 Green Bay & Western	133.70	516,612	51.76
15 Hazelhurst & South Eastern	14.07	43,390	64.89
16 Iola & Northern	3.51	8,850	79.32
17 Kewaunee, Green Bay & Western	34.24	82,291	58.91
18 Marinette, Tomahawk & Western	18.40	52,570	69.63
19 Minnesota & Wisconsin	12.91	45,000	57.38
20 Minneapolis, St. P. & Sault Ste. Marie	4,368.7	1,042,964	83.58
21 Northern Pacific	1,189.9	328,968	72.34
22 Northwestern Coal R'y Co.	62.6	28.38	44.17
23 Whitecomb & Morris	300		
24 Wisconsin Central R'y Co.	226,591	4,408,038	101.97
25 Wisconsin Western	718	21,258	15.70
26 Hawthorne, Nebagamon & Superior	1,267	12,322	271
27 St. Paul & Duluth	532	16,806	63.31
	2,362,443.30	55,425,723.38	1,806.75

Statistical Tables.

Accidents to persons, Wisconsin, 1900—Employees (trainmen).

NAME OF COMPANY.	COUPLING AND UN- COUPLING CARS.		FALLING FROM TRAINS AND ENGINES.		OVERHEAD OBSTRU- CTION.		COLLIS- IONS.		DERAIL- MENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	6	1	5	2	1	.....	1	5	.....	.....
2 Chicago & Northw.	1	9	2	8	.....	.....	.....	5	.....	.....
3 St. P., M. & O....	2	1	.....	3	.....	.....	.....	.....	.....	2
4 Chicago, B. & Nor..	.....	2	.....	3	.....	.....	.....	.....	.....	.....
5 Duluth, S. S. & A..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 Kewau., G. B. & W.	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
7 M., St. P. & S. S. M.	.....	8	.....	5	.....	.....	.....	1	.....	2
8 Northern Pacific ..	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
9 Wiscon. C. R'y Co.	5	8	.....	1	.....	1	.....	4	.....	2
10 Holmes & Son .....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
11 St. Paul & Duluth..	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
	14	33	7	22	1	1	1	10	2	8

Accidents to persons, Wisconsin, 1900—Employees (trainmen).

NAME OF COMPANY.	OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSSINGS.		AT STA- TIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	3	3	.....	.....	16	6
2 Chicago & Northw.	2	.....	.....	.....	2	.....	1	3	27
3 C., St. P., M. & Om.	1	1	3	7
4 Chicago, Bur. & N.	11	1	1	1	1	17
5 Duluth, S. S. & A..	1	.....	.....	1
6 Kewau., G. B. & W.	2	.....
7 M., St. P. & S. S. M.	1	.....	.....	.....	.....	17	.....	.....	34
8 Northern Pacific	1	.....	.....	.....	1	1	.....	.....	4
9 Wiscon. C. R'y Co.	1	1	6	17
10 Holmes & Son	1	.....	.....	.....	.....	.....	.....	.....	4
11 St. Paul & Duluth..	2
	5	.....	.....	3	17	3	23	31	119

Statistical Tables.

Accidents to persons, Wisconsin, 1900—Employees, switchmen, flagmen, watchmen.

NAME OF COMPANY.	COUPLING AND UNCOUPLING.		FALLING FROM TRAINS AND ENGINES.		OVERHEAD OBSTRUCTIONS.		COLLIS- IONS.		DERAIL- MENTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	1	1	.....	.....	.....	.....	.....	.....
2 Chicago & Northw.	2	.....	4	.....	.....	.....	.....	.....	.....
3 C., St. P., M. & O.	1	.....	.....	.....	.....	.....	.....	.....	.....
4 Chicago, Bur. & No.
5 Chicago, L. S. & E.
6 M., St. P. & S. S. M.
7 Wiscon. C. R'y Co.
	3	1	5	.....	.....	.....	.....	.....	.....

Accidents to persons, Wisconsin, 1900—Employees, switchmen, flagmen, watchmen.

NAME OF COMPANY.	OTHER TRAIN ACCIDENTS		AT HIGH- WAY CROSSINGS.		AT STATIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	3	.....	1	1	4
2 Chicago & Norwest.	1	.....	1	6
3 C., St. P. M. & O.	1	.....	1	1
4 Chicago, Bur. & N.	1
5 Chicago, L. S. & E.	1	.....	.....	1
6 M., St. P. & S. S. M.	1	.....	.....	1
7 Wiscon. C. R'y Co.	1	.....	.....	1
	3	1	3	2	14

Statistical Tables.

Accidents to persons, Wisconsin, 1900—Employees other than trainmen, switchmen, flagmen and watchmen.

NAME OF COMPANY.	COUPLING AND UN- COUPLING.		FALLING FROM TRAINS AND ENGINES.		OVERHEAD OBSTRU- CTION.		COLLIS- IONS.		DERAIL- MENT.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	1	.....	1	1	.....	.....	1	.....	.....	.....
2 Chicago & Northw.	1	1	1	.....	.....	.....	1	.....	.....
3 C., St. P., M. & O.	2	.....	.....	.....
4 Chicago, Bur. & N.
5 Chippewa R. & M.
6 Drummond & S. W.
7 E. R'y Co. of M.	1	.....	.....	.....	.....	.....	1
8 Gr. Bay & Western	1	.....	.....	.....	.....	.....	.....	.....
9 M., St. P. & S. S. M.	2	.....	.....	.....	.....	.....	.....
10 Northern Pacific
11 Wiscon. C. R'y Co.	1	.....	.....	5
12 Holmes & Son	1	.....	.....	.....	.....	.....	.....	.....	.....
13 St. Paul & Duluth
Total	1	2	3	5	.....	.....	3	2	.....	6

Accidents to persons, Wisconsin, 1900—Employees other than trainmen, switchmen, flagmen and watchmen.

NAME OF COMPANY.	OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSSINGS.		AT STA- TIONS.		OTHER CAUSES.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.	7	13	.....	.....	10	14
2 Chicago & Northw.	1	7	4	9	6	19
3 C., St. P., M. & O.	1	.....	3	7
4 Chicago, Bur. & N.	1	.....	10	.....	11
5 Chippewa R. & M.	1	.....	1
6 Drummond & S. W.	1	.....	1
7 E. R'y Co. of M.	2	3	2	5
8 Gr. Bay & Western	1	.....	.....	.....
9 M., St. P. & S. S. M.	1	16	.....	1	18
10 Northern Pacific	1	.....	5	.....	6
11 Wiscon. C. R'y Co.	5	5	5	11
12 Holmes & Son	1
13 St. Paul & Duluth	1	3	1	3
Total	8	22	15	60	30	97

Statistical Tables.

Accidents to persons, Wisconsin, 1900—Passengers.

NAME OF COMPANY.	COLLIS- IONS.		DERAIL- MENTS.		OTHER TRAIN ACCIDENTS.		AT HIGH- WAY CROSSINGS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, M. & St. P.....								
2 Chicago & Northwestern	6	20				1		
3 Chicago, St. Paul, Minn. & O.								
4 Chicago, Burlington & Northern								
5 Duluth, South Shore & Atl.....								
6 Eastern R'y Co. of Minnesota		1						
7 Minneapolis, St. Paul & S. S. M						2		
8 Wisconsin Central R'y Co.		1	23			1		
	6	22		23		4		

Accidents to persons, Wisconsin, 1900—Passengers.

NAME OF COMPANY.	AT STATIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, Milwaukee & St. Paul		2				2
2 Chicago & Northwestern	3	4			9	25
3 Chicago, St. Paul, Minneapolis & Omaha..				3		3
4 Chicago, Burlington & Northern				2		2
5 Duluth, South Shore & Atlantic		2				2
6 Eastern Railway Co. of Minnesota						1
7 Minneapolis, St. Paul & Sault Ste. Marie..				4		6
8 Wisconsin Central R'y Co.		1	1	1	1	32
	3	9	1	10	10	73

Statistical Tables.

Accident to persons, Wisconsin, 1900—Trespassers.

NAME OF COMPANY.	COLLIS- IONS.		DERAIL- MENTS.		OTHER TRAIN AC- CIDENTS.		AT HIGH- WAY CROSSINGS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, Milwaukee & St. Paul	7	4
2 Chicago & Northwestern	2	1	.....	.....
3 Chicago, St. Paul, M. & O.	1	1	.....	.....	.....	.....	.....	.....
4 Chicago, Burlington & Northern
5 Duluth, South Shore & Atl.
6 Eastern Railway Co. of Minn.
7 Kewaunee, Gr. Bay & West.
8 Minnesota & Wisconsin
9 Minneapolis, St. P. & S. S. M.
10 Northern Pacific
11 Wisconsin Central R'y Co.
	1	1	.....	.....	2	1	7	4

Accident to persons, Wisconsin, 1900—Trespassers.

NAME OF COMPANY.	AT STA- TIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago, Milwaukee & St. Paul	40	16	.....	.....	47	20
2 Chicago & Northwestern	1	2	36	18	39	21
3 Chicago, St. Paul, Minneapolis & Omaha ..	14	4	.....	.....	15	5
4 Chicago, Burlington & Northern .....	.....	.....	2	4	2	4
5 Duluth, South Shore & Atlantic .....	.....	.....	.....	1	.....	1
6 Eastern Railway Co. of Minnesota. ....	.....	.....	3	.....	3	.....
7 Kewaunee, Green Bay & Western	1	.....	.....	.....	1	.....
8 Minnesota & Wisconsin .....	.....	.....	1	.....	1	.....
9 Minneapolis, St. Paul & Sault Ste. Marie ..	1	1	1	4	2	5
10 Northern Pacific .....	.....	.....	1	.....	1	.....
11 Wisconsin Central R'y Co. ....	.....	.....	10	2	10	2
	57	23	54	29	121	58

Statistical Tables.

Accidents to persons, Wisconsin, 1900—Not trespassing.

NAME OF COMPANY.	COLLISIONS.		DERAILMENTS.		OTHER TRAIN ACCIDENTS.		AT HIGHWAY CROSSINGS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago & Northwestern							21	14
2 Chicago, St. Paul, M. & O.							1	3
3 Chicago, Burlington & Northern							8	3
4 Wisconsin Central R'y Co.							30	17

Accidents to persons, Wisconsin, 1900—Not trespassing.

NAME OF COMPANY.	AT STATIONS.		OTHER CAUSES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Chicago & Northwestern			2		23	14
2 Chicago, St. Paul, Minneapolis & Omaha		1	2		2	1
3 Chicago, Burlington & Northern					1	3
4 Wisconsin Central R'y Co.					8	3
		1	4		34	18

Statistical Tables.

Characteristics of road, Wisconsin, 1900.

NAME OF COMPANY.	MILES.	ALIGNMENT.		
		Number of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.
1 Abbotsford & Northeastern	15.16			
2 Alnape & Western	34	.35	8.7	25.3
3 Bayfield Harbor & Great West.]				
4 Bayfield Transfer R'y	3.86	.23	1.78	2.08
5 Chicago & Northwestern	1,640.65	18.70	357.12	1,283.53
6 Chicago, St. Paul, M. & O.	617.52	61.7	113.35	504.17
7 Chicago, Madison & Northern....	91.31	132	28.94	62.37
8 Chippewa River & Menomonie....	33	61	11	22
9 Drummond & South Western....	21.72	98	9.14	12.58
10 Duluth, South Shore & Atl.	106.53	128	22.53	84
11 Green Bay & Western	225	132	31.22	193.78
12 Hazelhurst & South Eastern	17	66	9.16	7.84
13 Iola & Northern	4.70	3	.70	4
14 Kewaunee, Green Bay & Western	36.70	39	10.39	26.31
15 Marinette, Tomahawk & Western	33.30	47	5.93	27.37
16 Minnesota & Wisconsin	21	26	4	17
17 Minneapolis, St. Paul & S. S. M.	271.42	312	59.31	212.11
18 Northwestern Coal R'y Co.	2.53	3	.16	2.37
19 Winona Bridge R'y Co.* .....	.54	1.04	.197	.371
20 Wisconsin and Michigan	32.82	24	5.30	27.52
21 Whitcomb & Morris	6	9		
22 Wisconsin Central Ry. Co.	706.23	678	142.86	563.37
23 Hawthorne, Nebagamou & Sup...	7.35	5	1	6.35
24 St. Paul & Duluth	13.38	18	3.30	10.08

*Proportionate.

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

Length of level line.	ASCENDING GRADES.			DESCENDING GRADES.			No.
	Number.	Sum of ascents, feet.	Aggregate length of descending grades, miles.	Number.	Sum of ascents, feet.	Aggregate length of descending grades, miles.	
6.5	22	71,604	15.6	18	62,400	11.9	1
3.86							2
345.80	1,113	18,781	670.45	1,081	17,434.9	623.40	3
134.56	613	6,961.1	237.30	590	7,467.8	245.66	4
25.14	48	1,220	42.45	38	787	23.72	5
10	36	831	11.5	29	983	11.50	6
4.387	75	369.5	6.846	92	554.45	10.487	7
16.27	81	1,131.72	24.15	107	1,658.62	56.11	8
158	31		43	21		24	9
4.93	50	509.4	5.75	49	517	6.32	10
4.40							11
928	22	233	12.45	22	233	14.97	12
13.35	23	495	10.93	22	233	6.26	13
60.75	672	3,023.5	112.32	609	3,003.5	98.35	14
	6	58	253				15
1.28	2.6	7.618	.192	1.56	6.08	.21	16
8.84	35	25.52	16.01	21	16.05	7.95	17
167.86	554	7,831.2	246.96	573	8,979.8	288.73	18
3	5	200	235	4	150	2	19
3.32	14	170.53	5.97	15	183.38	4.09	20
							21
							22
							23
							24

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	BRIDGES.				
	Stone.	Iron.	Wooden.	Combina- tion.	Total.
1 Abbotsford & N. E....			8		8
2 Ahnapee & Western...			12		12
3 Bayfield Transfer Ry....					
4 Chi., Mil., & St. Paul....		124	75	2	201
5 Chi. & Northwestern...		366	240	8	614
6 C., St. P., M. & Omaha	17	104	10		131
7 C., Burlington & N....		11	348		359
8 C., Lake Shore & E....					
9 C., Madison & North'n		13			13
10 Chip. R. & Menom....					
11 Drummond & S. W....			3		3
12 Dul., S. Shore & At....		4	8		12
13 Dul., Sup. & Western...			1		1
14 E. Ry. Co. of Minn....		8	1		9
15 Fairchild & N. E....		1	7		8
16 Green Bay & W....		5	125		130
17 Hazelhurst & S. E....			1		1
18 Iola & Northern....			5		5
19 K., Green Bay & W....			15	1	16
20 Marshfield & S. E....					
21 Marinette, T. & West...			6		6
22 Minnesota & Wisconsin			17		17
23 M., St. P. & S. Ste. M.		2 ½	123	1 ½	125
24 Northern Pacific....		2	2	5	9
25 N. W. Coal Ry. Co....					
26 Oshkosh Trans. Co....					
27 Winona B. Ry. Co.*...					½
28 Wisconsin & Michigan...		1	1		2
29 Whitcomb & Morris....			4		4
30 Wis. Cent. Ry. Co....		43	10		53
31 Wisconsin Western...			30	15	45
32 Hawthorne, N. & Sup...			2		2
33 St. Paul & Duluth*....		½			½
	17	683	954	31½	1,787

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	BRIDGES.			
	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.
1 Abbotsford & Northeasterly	848	64	400
2 Ahnapee & Western	8,180	48	1,296
3 Bayfield Transfer Ry.
4 Chicago, Milwaukee & St. Paul	25,978	8	507
5 Chicago & Northwestern	32,663.3	4	2,507.10
6 C., St. Paul, Minn. & Omaha	12,883	3	1,317
7 Chl., Burlington & Northern	33,431.75	6	1,812
8 Chicago, Lake Shore & S. E.
9 Chicago, Madison & Northern	1,544	24	156
10 Chippewa River & Menomonie
11 Drummond & South Western	59	.....	.....
12 Dul., South Shore & Atlantic	827.9	25.9	175
13 Duluth, Superior & Western	130	130	130
14 Eastern Ry. Co. of Minnesota	2,160	21	1,378
15 Fairchild & North Eastern	440	30	160
16 Green Bay & Western	10,438	30	624
17 Hazelhurst & South Eastern	277	277	247
18 Iola & Northern	791	74	247
19 Kewaunee, Green Bay & Western	2,907	16	1,700
20 Marshfield & South Eastern
21 Marinette, Tomahawk & Western	3,060	16	2,200
22 Minnesota & Wisconsin	1,066	36	150
23 M., St. Paul & Sault Ste. Marie	22,478	15	1,573
24 Northern Pacific	1,051	44	303
25 Northwestern Coal Ry. Co.
26 Oshkosh Transportation Co.
27 Winona Bridge Ry. Co.*	660,716.16	.....	.....
28 Wisconsin & Michigan	296.25	96.25	200
29 Whitcomb & Morris	72	.....	.....
30 Wisconsin Central Ry. Co.	12,072.6	40	2,339
31 Wisconsin & Western	4,607.7	14.3	362.6
32 Hawthorne, Neb. & Superior	70	30	40
33 St. Paul & Duluth*	2,193	.....	.....

*Proportionate.

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	TRETTLES.			
	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.
1 Abbotsford & Northeastern.....				
2 Ahnapee & Western				
3 Bayfield Transfer Ry.	1	625	625	625
4 Chicago, Milwaukee & St. Paul..	1,401	111,423	6	2,075
5 Chicago & Northwestern.....	1,557	114,456.5	4	1,726
6 Chicago, St. P., Minn. & Omaha	726	54,764		
7 Chicago, Burlington & Northern..				
8 Chicago, Lake Shore & Eastern..				
9 Chicago, Madison & Northern....	180	15,832	3	616
10 Chippewa River & Menomonie...	53		22	1,500
11 Drummond & South Western.....	1	210	210	210
12 Duluth, South Shore & Atlantic	48	13,641	16	1,171
13 Duluth, Superior & Western.....	2	2,293	702	1,591
14 Eastern Ry. Co. of Minnesota....	12	6,545	150	1,556
15 Fairchild & North Eastern.....				
16 Green Bay & Western				
17 Hazelhurst & South Eastern				
18 Iola & Northern				
19 Kewaunee, Green Bay & Western				
20 Marshfield & South Eastern.....				
21 Marinette Tomahawk & Western				
22 Minnesota & Wisconsin	3	1,526	448	630
23 Minn., St. P. & Sault Ste. Marie				
24 Northern Pacific	45	8,414	13	2,280
25 Northwestern Coal Ry. Co.....	4	940	111	543
26 Oshkosh Transportation Co.				
27 Winona Bridge Ry. Co.*				
28 Wisconsin & Michigan	2	134.1	44.1	901
29 Whitcomb & Morris				
30 Wisconsin Central Ry. Co.....	541	46,188.6	10	2,462
31 Wisconsin Western	16	1,614	34.6	466
32 Hawthorne, Neb. & Superior....	1	825	825	825
33 St. Paul & Duluth*.....	4	793	20	569
	4,597			

*Proportionate.

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	TUNNELS.				Gauge.	Miles.
	Number	Aggregate length.	Minimum length.	Maximum length.		
1 Abbotsford & N. E....					4 8½	15.16
2 Ahnapee & Western...					4 8½	34
3 Bayfield Transfer Ry.					4 8½	3.86
4 C., Mil. & St. Paul....	2,130	3	400	1,330	4 8½	1,649.88
5 Chicago & Northwest...	7,446	4	354	3,822	4 8½	1,624.65
6 C., St. P., M. & Omaha	872	1	872	872	4 8½	617.52
7 Chicago, Bur. & N....					4 8½	223.10
8 C. Lake Shore & East...					4 8½	61.41
9 Chicago, Mad. & N....	1,214	1	1,214	1,214	4 8½	91.31
10 Chlp. R. & Menomonie...					4 8½	33
11 Drummond & S. W. ...					4 8½	21.72
12 Dul., So. Shore & At.					4 8½	108.21
13 Dul., Sup. & Western					4 8½	6.16
14 E. Ry. Co. of Minn...					4 8½	38.15
15 Fairchild & N. E.....					4 8½	30
16 Green Bay & Western					4 8½	225
17 Hazelhurst & S. E. ...					4 8½	17
18 Iola & Northern.....					4 8½	4.70
19 K. Green Bay & W.					4 8½	36.70
20 Marshfield & S. E....					4 8½	33
21 Marinette, Tom. & W.					4 8½	33.30
22 Minn. & Wisconsin...					4 8½	21
23 M., St. P. & S. Ste. M.					4 8½	271.42
24 Northern Pacific					4 8½	103.60
25 N. W. Coal Ry. Co....					4 8½	2.53
26 Oshkosh Trans. Co....					4 8½	4.28
27 Winona B. Ry. Co.*...					4 8½	.54
28 Wisconsin & Michigan					4 8½	63.55
29 Whitcomb & Morris...						6.00
30 Wis. Central Ry. Co.					4 8½	884.76
31 Wisconsin Western ...	404	1	404	404	4 8½	51.68
32 Hawthorne, Neb. & S.					4 8½	7.35
33 St. Paul & Duluth*...					4 8½	13.38
		10				6,337.92

*Proportionate.

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	OVERHEAD HIGHWAY.					Height of lowest above surface of road.
	Cross-ings.	Bridges.	Con-duits.	Trestles.	Total.	
1 Chi., Mil. & St. Paul		5		31	36	17.4
2 Chicago & Northwest		43		3	46	17.4
3 C., St. P., M. & Omaha		11			11	17.6
4 Chi., Mad. & N. oper- ated by Illinois Cen.				6	6	18
5 Dul., So. Shore & At.					3	22
6 E. Ry. Co. of Minn.					1	28
7 Fairchild & N. E.		1			1	22
8 K., Green Bay & W.				1	1	25
9 Minn. & Wisconsin		1			1	21.8
10 Northern Pacific				1		16.6
11 Wisconsin Central				5	5	
		61		47	110	205.2

Statistical Tables.

Characteristics of road, Wisconsin, 1900—Continued.

NAME OF COMPANY.	OVERHEAD RAILWAY.				
	Bridges.	Con- duits.	Trestles.	Total.	Height of lowest above surface of road.
1 Chicago, Milwaukee & St. Paul	6	.....	3	9	18.7
2 Chicago & Northwestern.....	4	.....	3	7	16
3 C., St. P., Minn. & Omaha....	2	.....	.....	2	17.6
4 Chi., Madison & Northern, oper- ated by Illinois Central	1	.....	.....	1	19
5 Duluth, So. Shore & Atlantic..	2	.....	.....	2	22
6 Eastern Ry. Co. of Minnesota..	.....	.....	.....	.....	.....
7 Fairchild & North Eastern.....	.....	.....	.....	.....	.....
8 Kewaunee, Green Bay & W.....	.....	.....	.....	.....	.....
9 Minnesota & Wisconsin .....	.....	.....	.....	.....	.....
10 Northern Pacific .....	.....	.....	.....	.....	.....
11 Wisconsin Central	1	.....	3	4	17.1
	16	.....	9	25	110.4

Statistical Tables.

Telegraph. A. Owned by company making report, Wisconsin, 1900.

NAME OF COMPANY.	OPERATED BY THIS COMPANY.			
	Miles of line.	Miles of wire.	Miles of line.	Miles of wire.
1 Abbotsford & Northeastern	15.16	15.16	15.16	15.16
2 Chi., Milwaukee & St. P.	1,619.30	6,629		393.60
3 Chicago & Northwestern		393.60		574.36
4 Chi., Burlington & Quincy	226.17	2,387.65	222.42	24.50
5 Chippewa R. & Menomonie	24.50	24.50	24.50	
6 Dul. So. Shore & At.	109.03	123.06		
7 D., Sup. & W. Ter. Co.	8.32	25.34	8.32	25.34
8 Eastern Ry. Co. of Minn.	32.31	116.73	32.31	73.30
9 Green Bay & Western	260	260		
10 Hazelhurst & South East.	17	17	17	17
11 Kew'nee, Green Bay & W.	32.91	32.91		
12 Marshfield & South E.	33.33	33.33	33.33	33.33
13 Marinette, Tomah & W.	35.20	35.20	35.20	35.20
14 M., St. P. & S. Ste. Marie	261.1	794.3	266.10	794.2
15 Northern Pacific	85.07			118.56
16 St. Paul & Duluth	13.75	15.50		
17 Wisconsin Central	665.6	1,968.8	665.60	1,968.80
	3,438.42	12,871.75	1,319.61	4,078.04

Statistical Tables.

Telegraph. A. Owned by company making report, Wisconsin, 1900—Continued.

OPERATED BY ANOTHER COMPANY.

Miles of line.	Miles of wire.	Name of Operating Company.
1,619.30	6,629	Western Union.
3.75	1,813.29	Western Union and Chicago & Northwestern.
		North American.
		Jointly with Western Union.
	38.43	Jointly with Western Union.
		Jointly with Western Union.
		Jointly with Western Union.
	16.12	Jointly with Western Union.
13.75	15.50	Jointly with Western Union.
		Jointly with Western Union.
1,636.80	8,512.34	

Statistical Tables.

Telegraph. B. Owned by another company but located on property of road making report.

Name of Company.	Miles of line.	Miles of wire.
1 Ahnapee & Western	34	34
2 Chicago & Northwestern	1,721.60	8,131.80
3 Chicago, St. Paul, Minneapolis & Omaha	609.60	4,317.40
4 Chicago, Burlington & Quincy	3.75	1,813.29
5 Chicago, Madison & Northern, operated by Ill. Cen.	94	94
6 Minnesota & Wisconsin	21	21
7 Minneapolis, St. Paul & Sault Ste. Marie		207.70
8 St. Paul & Duluth		1.75
9 Wisconsin & Michigan	34	44.20
10 Wisconsin Central		1,796.1
	2,517.95	16,461.24

Telegraph. B. Owned by another company but located on property of road making report—Continued.

Name of owner.	Name of operating company.	No.
Western Union Tel. Co.	Western Union Tel. Co.	1
Western Union and C. & N. W. R'y.	Western Union & C. & N. W. R'y jointly	2
Western Union and C. & N. W. R'y.	Western Union & C. & N. W. R'y jointly	3
North American Tel. Co. ....	.....	4
Western Union Tel. Co.	Western Union Tel. Co.	5
Western Union Tel. Co.	Western Union Tel. Co.	6
Western Union Tel. Co.	Western Union Tel. Co.	7
Western Union Tel. Co.	Western Union Tel. Co.	8
Western Union Tel. Co.	Wisconsin & Michigan R'y Co.	9
Western Union Tel. Co.	Western Union Tel. Co.	10

New Railway Organizations.

NEW RAILWAY ORGANIZATIONS.

The following railway companies have filed articles of incorporation in the Secretary of State's office since January 1st, 1900.

LOGANSVILLE & NARROWS PRAIRIE RY. CO.

Capital Stock, \$70,000.00.

Incorporators:
D. L. Hulburt Logansville, Wis.
H. L. Hulburt Logansville, Wis.
H. L. Wellenhaser Madison, Wis.
C. W. Constantine Madison, Wis.
E. L. Dittmar Baraboo, Wis.
Filed Jan. 24, 1899.

CHICAGO, HARVARD & GENEVA LAKE RY. CO.

Capital Stock, \$150,000.00.

Incorporators:
Herbert F. Windsor Riverside, Ill.
Henry H. Windsor, Evanston, Ill.
Henry N. Bates Boston, Mass.
Charles T. Bundy Eau Claire, Wis.
L. C. Church Walworth, Wis.
Filed Jan. 27, 1899.

THE UNION CONSTRUCTION COMPANY.

Capital Stock, \$10,000.00.

Incorporators:
Edward Friedman Milwaukee, Wis.
Robert A. Gillette Milwaukee, Wis.
Chas. T. McElroy Milwaukee, Wis.
James T. Fitzsimmons Milwaukee, Wis.
Charles Gillette Wauwatosa, Wis.
Filed Feb. 17, 1900.

PESHTIGO VALLEY RY. CO.

Capital Stock, \$40,000.00.

Incorporators:
E. A. Miller Clintonville, Wis.
Abraham Vanzile Clintonville, Wis.
H. R. Miller Clintonville, Wis.
W. W. Waite Crandon, Wis.
A. E. Himky Crandon, Wis.
Filed Feb. 23, 1900.

New Railway Organizations.

BAYFIELD WESTERN RY.

Capital Stock, \$25,000.00.

Incorporators:

Ervin Leighy	Bayfield, Wis.
George B. Best	Bayfield, Wis.
Geo. A. Packard	Bayfield, Wis.
John Kranfelder	Bayfield, Wis.
Howard Benton	Washburn, Wis.

Filed April 1, 1900.

MINERAL POINT & NORTHERN RY. CO.

Capital Stock, \$100,000.00.

Incorporators:

Richard Kennedy	Highland, Wis.
Geo. O. Clinton	Joliet, Ill.
John H. Sontag	Chicago, Ill.
L. F. Dickason	Chicago, Ill.
Chas. W. McIlhlon	Mineral Point, Wis.
Curtis W. Remy	Evanston, Ill.

Filed Oct. 17, 1899.

WISCONSIN WESTERN RAILROAD.

Capital Stock, \$600,000.00.

Incorporators:

Horace A. J. Upham	Milwaukee, Wis.
Wm. E. Black	Milwaukee, Wis.
Wm. S. Fish	Milwaukee, Wis.
Chas. F. McClure	Milwaukee, Wis.
Chas. W. Morris	Milwaukee, Wis.
Edward J. Paul	Milwaukee, Wis.
Henry J. Drappers	Milwaukee, Wis.

Filed Nov. 21, 1899.

THE LAKE SUPERIOR & MENOMONIE VALLEY RY.

Capital Stock, \$100,000.00.

Incorporators:

B. B. Blake	Racine, Wis.
T. A. Charron	Rice Lake, Wis.
P. M. Parker	Rice Lake, Wis.
M. P. Barry	Rice Lake, Wis.

Filed Dec. 26, 1900.

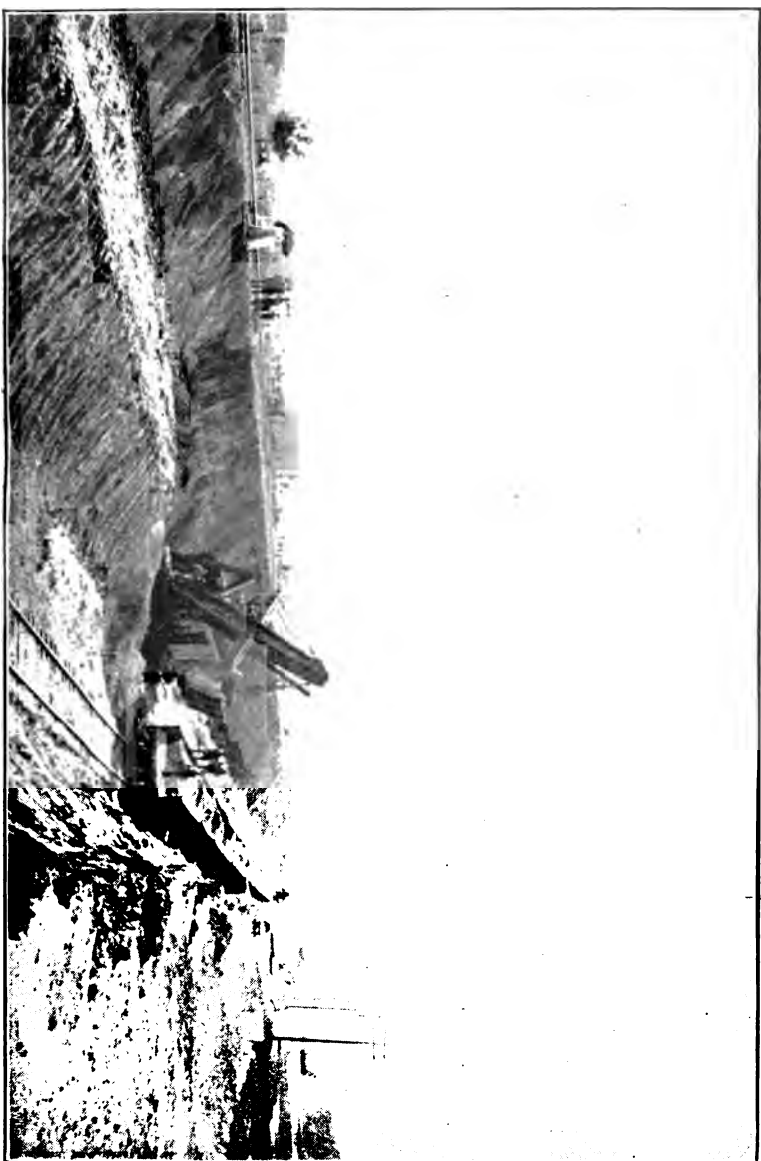
CHIPPEWA VALLEY & NORTHERN RY. CO.

Capital Stock, \$150,000.00.

Incorporators:

Daniel J. Arpin	Grand Rapids, Wis.
Edward P. Arpin	Grand Rapids, Wis.
Arthur M. Arpin	Grand Rapids, Wis.
Joseph J. Arpin	Grand Rapids, Wis.
W. P. McMillan	Frazee, Minn.

Filed Feb. 17, 1900.



WISCONSIN CENTRAL RAILWAY.—GRADE REDUCTION.

New Railway Organizations.

JANESVILLE & SOUTHEASTERN RY. CO.

Capital Stock, \$2,000,000.00.

Incorporators:

Peter H. Meyers	Milwaukee, Wis.
Chas. H. Van Alstine	Milwaukee, Wis.
Elsie W. Adams	Milwaukee, Wis.
Henry R. Williams	Chicago, Ill.
Benj. G. Lennox	Chicago, Ill.
Frederick G. Ranney	Chicago, Ill.
Burton Hansen	Chicago, Ill.

Filed March 1, 1900.

BAYFIELD, SUPERIOR & MINNEAPOLIS RY. CO.

Capital Stock, \$100,000.00.

Incorporators:

John A. Rice	Merton, Wis.
John L. Lamb	Bayfield, Wis.
Harry Whigham	Raton, New Mexico
Geo. Lhues	Milwaukee, Wis.
Geo. A. West	Milwaukee, Wis.

Filed March 14, 1900.

ST. CROIX SHORT LINE RY. CO.

Capital Stock, \$100,000.00.

Incorporators:

A. L. Sanborn	Madison, Wis.
F. C. Ellis	Madison, Wis.
W. E. Fagg	Madison, Wis.
L. U. Claude	Madison, Wis.
E. F. Starke	Madison, Wis.

Filed March 23, 1900.

SUPERIOR, BALSAM LAKE & SOUTHERN RY. CO.

Capital Stock, \$100,000.00.

Incorporators:

John A. Savage	Eau Claire, Wis.
R. F. Little	Richardson, Wis.
J. W. Park	Balsam Lake, Wis.
Warren Tuttle	Balsam Lake, Wis.
E. W. Averman	Balsam Lake, Wis.
W. W. Seery	Balsam Lake, Wis.
Louis Lund	Clam Falls, Wis.
A. E. Skidmore	Clam Falls, Wis.
I. Seery	St. Croix Falls, Wis.
P. Nelson	Milltown, Wis.
M. C. Pederson	Luck, Wis.
A. L. Wells	Clear Lake, Wis.
C. W. Ward	Clear Lake, Wis.
Joseph Crane	Bunyan, Wis.

Filed April 14, 1900.

SUPERIOR & ST. CROIX FALLS RY. CO.

Capital Stock, \$25,000.00.

Incorporators:

F. A. Ross	West Superior, Wis.
W. D. Dwyer	West Superior, Wis.
James R. Hile	West Superior, Wis.
R. I. Tipton	West Superior, Wis.
L. J. Hunt	West Superior, Wis.

Filed April 25, 1900.

New Railway Organizations.

LAKE SHORE & ALLOUEZ R. R. CO.

Capital Stock, \$25,000.00.

Incorporators:

A. E. Gilbert	Red Cliff, Wis.
F. H. De Groat	West Superior, Wis.
C. A. Chase	West Superior, Wis.
J. P. McLean	West Superior, Wis.
F. H. Reiger	West Superior, Wis.

Filed May 26, 1900.

PRINCETON & NORTHWESTERN RY. CO.

Capital Stock, \$25,000.00.

Incorporators:

Marvin Hughitt	Chicago, Ill.
J. M. Whiteman	Chicago, Ill.
M. M. Kirkman	Chicago, Ill.
W. H. Stennet	Chicago, Ill.
J. B. Redfield	Chicago, Ill.
W. A. Gardner	Chicago, Ill.
Albert Keep	Lake Geneva, Wis.

Filed June 12, 1900.

HILLSBORO & EASTERN RY. CO.

Capital Stock, \$75,000.00.

Incorporators:

Smith H. Bracey	Chicago, Ill.
Wm. J. Abbey	Chicago, Ill.
Carl Stroever	Chicago, Ill.
Albret H. Smith	Elroy, Wis.
Edgar S. Willey	Elroy, Wis.

Filed June 28, 1900.

PRINCETON & WISCONSIN RIVER RAILROAD

Capital Stock, \$750,000.00.

Incorporators:

Roland A. Crandall	Chicago, Ill.
Robert Jones	Chicago, Ill.
Wm. H. Hopkins	Chicago, Ill.
Walter S. Syrett	Chicago, Ill.
John C. Hopkins	Chicago, Ill.

Filed July 3, 1900.

THE CRANDON RAILROAD CO.

Capital Stock, \$55,000.00.

Incorporators:

M. D. Kelth	New London, Wis.
Nellie E. Kelth	New London, Wis.
J. L. Halle	New London, Wis.
F. C. Weed	New London, Wis.
H. F. Landeck	Milwaukee, Wis.

Filed August 13, 1900.

New Railway Organizations.

MILWAUKEE, BERLIN & NORTHERN RAILROAD CO.

Capital Stock, \$100,000.00.

Incorporators:
 Llewellyn Graff Chicago, Ill.
 Holger Rommerdale Chicago, Ill.
 John S. Carter Chicago, Ill.
 Chas. C. Bartlett Chicago, Ill.
 Christopher McLennen Chicago, Ill.
 Emanuel Hogenson Chicago, Ill.
 Willis W. Cooper Kenosha, Wis.
 Filed Oct. 11, 1900.

THE WISCONSIN MIDLAND RAILROAD CO.

Capital Stock, \$25,000.00.

Incorporators:
 Wm. C. Lawson Chicago, Ill.
 Chas. C. Pierce Chicago, Ill.
 A. L. Hutchinson Weyauwega, Wis.
 W. W. Weed Weyauwega, Wis.
 E. H. Jones Weyauwega, Wis.
 Filed Nov. 2, 1900.

ANTIGO & NORTHWESTERN RY. CO.

Capital Stock, \$10,000.00.

Incorporators:
 Albert Keep Lake Geneva, Wis.
 M. Hughitt Chicago, Ill.
 J. M. Whitman Chicago, Ill.
 W. A. Gardner Chicago, Ill.
 J. B. Redfield Chicago, Ill.
 M. M. Kirkman Evanston, Wis.
 W. H. Stenneft Oak Park, Ill.
 Filed Dec. 5, 1900.

HAWTHORNE, NEBAGAMON & SUPERIOR RAILWAY CO

Capital Stock, \$50,000.00.

Incorporators:
 F. Weyerhauser St. Paul, Minn.
 Edward Rutledge Chippewa Falls, Wis.
 E. L. Ainsworth Chippewa Falls, Wis.
 William Irvine Chippewa Falls, Wis.
 John P. Weyerhauser Lake Nebagamon, Wis.
 Filed Dec. 7, 1900

Railroad Commissioners' Convention.

NATIONAL CONVENTION OF STATE RAILROAD COMMISSIONERS.

I have had the honor and pleasure of attending on August 10 to 14, 1899, and May 28-31, 1900, with like officers from nearly every state in the Union, and the Interstate Commerce Commission at Denver, Colorado, 1899, the eleventh, and at Milwaukee, 1900, the twelfth annual convention of railroad commissioners.

The papers presented by the delegates and men prominent in state and national affairs dealing with several phases of the railroad problem, and the discussion by delegates of the matter thus presented are of incalculable benefit to those who have been entrusted in the several states with the duty and responsibility of enforcing laws for the proper control of transportation companies.

The city of Milwaukee was a candidate before the Denver convention for the annual meeting of that body in 1900.

Through the help of W. G. King, A. L. Severance, F. J. Matchette and T. J. Sullivan of the Business Men's League of Milwaukee, we succeeded in getting the convention for Milwaukee in 1900. Among the addresses delivered before the Denver convention of national railroad commissioners was the following paper by the commissioner of Wisconsin:

Railroad Commissioners' Convention.

FIRST CHARTER, ETC.

Railroads are the great civilizers of the world. They are potent factors of settlement and enterprise, and in no state of the union can this be better exemplified than in Wisconsin.

During the territorial period, several roads were given charters, but nothing was done in the way of actual building for several years. In fact, it was not until the territory had become a state that the iron horse was a thing of reality. One must conclude from the early history of the state and territory, that people were much more adverse in early days to granting charters to railroads, than they are at the present time. In 1846 four bills were introduced into the territorial legislature, granting charters to as many railroads, all starting from points on Lake Michigan, running west; the objective point in each case being the Mississippi river. These bills met with determined opposition, and passage failed. The people seemingly preferring the building of state wagon roads. Much interest was manifested in the fight, and the Galena Gazette, a paper which was strongly against the project, remarked that "the only points on Lake Michigan and the Mississippi river to be connected by railroad within the next fifty years, were Chicago and Galena." In 1847, after much labor, and in the face of determined opposition, a charter was granted to the Milwaukee & Waukesha Railroad, by a majority of one vote. In 1848, the charter was amended, extending the lines to the "Father of Waters," and in 1850, ten miles of road were completed. This branch of road changed hands several times, and is at present a part of the Chicago, Milwaukee & St. Paul system.

Railroad Commissioners' Convention.

PROGRESS OF RAILROAD BUILDING.

In 1861, sixteen years after the state was admitted into the Union, railroad mileage had increased to 1,030 miles, and embraced two lines from Lake Michigan to the Mississippi river, thus in one-third of fifty years the prophesy made in the Galena Gazette, was proven false. Nothing was done in 1865, '66, and '67; the mileage remained unchanged. A survey of the railroad map at this time is interesting, at least to one interested in the Badger state. The work of railroad construction had been confined entirely to the southern portion of the state. The most northern point reached being Green Bay, on the extreme east of the state, and Tomah on the west; less than one-fourth of the area had been reached. The vast pine forests of the north, and fertile valleys of the central part of the state were in an undeveloped condition. 1868 was the year in which railroad building was boomed. While in fact only 60 miles were completed, companies were formed, and the great iron roadways that now connect the northern and central portion of the state were projected and the real start made, which gives Wisconsin today its 7,000 miles of iron road, and places it eleventh in the states of the Union in railroad mileage.

The succeeding years of '70, '71, '72 and '73 bore fruit, and the energy and enterprise begun in '67, resulted in the building and equipment of 1,238 miles of road. The most of this was extensions in the northern part of the state, all pointing to the Wisconsin lake ports, Ashland and Superior.

The hard times of '74, '5, '6 and '7 caused a halt, and only 329 miles were completed. From '78 to '89 inclusive, operation began, and 2,885 miles were added, being an average of 240 miles per year. From '89 to the present time, mileage has been added at the rate of from 75 to 200 miles each

Railroad Commissioners' Convention.

year, and today Wisconsin has in all 7,000 miles of main line railroad, and one may start from Lake Michigan and reach the Mississippi river by going over any of the nine routes across the state from east to west. One wishing to go north may choose from any of the eight routes, and enjoy the ride. Again, is recalled to mind the statement in '47 of the Galena Gazette. Within fifty years we find nine railroad routes were established where that paper predicted none would exist.

SYSTEMS AND MILEAGE.

There are in Wisconsin today forty-six lines of railroads, making reports, embraced in forty-two systems. The business of the state is done on the seven great systems, as follows: C. M. & St. P., with 1,650 miles; C. & N. W., 1,623 miles; Wisconsin Central lines, 817 miles; Chicago, St. Paul, Minneapolis and Omaha, 620 miles; Soo lines, 271 miles; Green Bay & Western, 225 miles; Chicago, Burlington & Northern, 222 miles; leaving thirty-five small roads with a total mileage of 856.

From 1847 up to 1860, a period of thirteen years, the mileage was 880; from '61 to '70 were added 406 miles; from '71 to '80 were added 1,834 miles; from '81 to '90 were added 2,351 miles; from '91 to '99 were added 813 miles; since 1847 more than 350 railroads have been organized in Wisconsin.

Originators were evidently more numerous than promoters or builders.

VALUE AND EARNINGS.

The roads of Wisconsin make report each year to the railroad commissioner of the state, which shows the cost of the road from books of the various companies. These reports are all made under oath, and there is no reason to believe why they are not true. They contain what is said

Railroad Commissioners' Convention.

to be the actual cost of the roads. This cost is ascertained in two ways: first—from the actual cost, as shown by the books of the company; and secondly—cost figured on the proportion of the entire system divided by the number of miles. Roads making reports under number two are those whose systems extend into several states of the union, and are, of course, the great railroad systems of Wisconsin. Taking the reports made as a basis, the value of the railroad property proper, in the state, is about \$300,000,000. There is no doubt but what the roads of the state could be built and equipped at the present time for about 25 per cent. less than this amount, or for \$225,000,000, and I think there is no doubt that the roads when originally built and equipped, did not actually cost more than this amount, if we deduct the large sums of money that has found its way into the hands of the promoter or middleman. What the actual value of the railroads in the state is, is a question that I cannot answer. In fact, this same question was discussed pro and con during the last session of our legislature by prominent railroad men, who were seeking to place as low a value on the property as possible, and some members of the legislature, who sought to make the value as high as possible. I will not pretend to say whether the value of the railroad should be based on their net earnings or not. This idea was in favor with some, but as several roads report each year a deficit, those in favor of this way of computing the value were at a loss, and in our state the question is yet unsettled.

Thirty-four roads in the state, representing 6,000 miles, in reports for the year ending December 31, 1898, show gross earnings to the amount of \$85,191,000, net earnings \$12,225,000; if the figures are correct this would give a net earning of the thirty-four roads of more than 5½ per cent. on what is agreed upon by most people as a fair value of the roads, and about 4½ per cent. on the cost of the roads,

Railroad Commissioners' Convention.

as reported. This is considered an excellent showing, but if one will investigate the financial standing of some of the systems, it will be found that they are "gilt edge," and are paying from 8 to 10 per cent. on the reported cost. This would be considered a good thing by anyone seeking an investment for money at the present time.

TAXATION.

Nothing pertaining to railroads has caused more discussion than the question of taxation. How should railroads be taxed, and what should be the basis of taxation?

Last winter in our state, a determined effort was made to change the method of taxation, also to increase the amount of taxes. I might say here that I have used the word "tax," but Wisconsin courts do not recognize this word in the sense that I have used it, under the present law. The proper word being license.

For three or four years the several roads in the state were assessed as other property, and paid taxes the same as an owner of private property. In 1854 the legislature changed the system, and the railroads under the law were compelled to make a report of gross earnings to the state treasurer each year, and also to pay as a license, which should be in lieu of all taxes, 1 per cent. of their gross earnings. In 1860 this law was modified so that companies must ask for a license, and procure the same, before operating a road. In 1862 the law remained practically the same, except that the per cent. of licenses was very materially increased, being raised to 3 per cent. In 1874 there was a further increase to 4 per cent.; in 1876 another departure was made, and the roads were graded, and paid a license fee based upon the gross earnings per mile, as follows: On all roads whose gross earnings equalled or exceeded \$3,000 per mile, 4 per cent.; on all roads whose gross

Railroad Commissioners' Convention.

earnings were \$1,500 per mile and less than \$3,000, \$5.00 per mile, and 2 per cent. on all earnings in excess of \$1,500 per mile; on all roads whose gross earnings were less than \$1,500 per mile, \$5.00 per mile.

In 1897 a further change was made, and five grades were established as follows: on roads whose gross earnings were \$3,000 per mile, or over, 4 per cent.; on roads whose gross earnings were \$2,500 per mile and less than \$3,000, $3\frac{1}{2}$ per cent.; on roads whose gross earnings were \$2,000 per mile and less than \$2,500, 3 per cent.; on roads whose gross earnings were \$1,500, and less than \$2,000 \$5.00 per mile and $2\frac{1}{2}$ per cent.; on all earnings over \$1,500 per mile; on all other roads \$5.00 per mile. An effort to further increase the license fee was defeated in 1899. This effort brought forth much discussion and talk in the legislature.

The income to the state from the railroad licenses has increased somewhat during the past ten years, and for the year ending December 31st, 1898, the treasury was fattened to the extent of over \$1,300,000.00 from this source.

GENERAL LAWS CONCERNING RAILROADS.

When railroads were first organized of course the first thing to be done was to prescribe by law certain rules and regulations which should govern them. The question what powers the state should have over its creatures has been talked about, written about, and thought about ever since corporations existed. The laws of Wisconsin have never, except for a short period of time, been stringent against the railroad corporations.

Railroad Commissioners' Convention.

The National Convention of Railroad Commissioners convened at Milwaukee May 28, 1900, and finished its labors on the 31st of May. The attendance was large and many very excellent papers were read and the standing committees' reports were prepared with great care. The report of the Committee of Legislation and the report of the Committee on Uniform Classification I think are of sufficient public interest to be reproduced here.

Report of the Committee on Legislation was as follows:

REPORT OF THE COMMITTEE ON LEGISLATION.

GENTLEMEN: Your committee believes that the Federal regulation of interstate railroad transportation is the most appropriate subject for consideration in this report. It would be entirely suitable, in a convention composed for the most part of State railroad commissioners, to discuss various topics of State legislation, such as railway construction and physical operation, railway negligence, railway taxation, and the like, concerning which very much might be profitably said. But these and many other transportation questions are of minor importance compared with the pending problem of perfecting a scheme of national laws whereby the great railroad systems of the country shall be brought under that degree of public control which the interests of the whole people increasingly require.

It needs no argument or citation of judicial authority to prove that railroads are public highways dedicated to public use; that the construction of these highways upon private property, with or without the consent of the owners thereof, received legislative sanction solely on the score of public necessity; that, while the ownership of such highways is essentially private, the service rendered by them is public to the last detail that the instrumentality through which rail transportation is effected is property, but that the transportation itself is a function of government, to be exercised without injury to any individual or locality.

All railroad charters are granted and all judicial declarations upon the subject are based upon these fundamental propositions. This be-

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ing so, it is also well settled that the legislative branch of government may enact all such laws for the regulation of interstate commerce by railroad as are deemed necessary to the protection of those who are dependent upon these agencies of trade and communication; subject, however, to the constitutional limitations that owners of railroads shall not be deprived of their property without due process of law, and that they shall not be denied the equal protection of the laws.

We have, then, this situation: Transportation is not a commodity to be made the subject of bargain and sale, but a public service which every person may enjoy in the exercise of his political rights. The Congress has the fullest authority under the Constitution to regulate transportation between the different States. The railroads are entitled, under the same organic law, to retain full possession of their properties, and this includes the right to exact reasonable compensation for services required of them by the public. The carriers are protected against injustice by the Constitution, but the public is not so protected unless and until Congress shall enact adequate laws in that behalf under the powers granted by the Constitution.

It is true that the common law contains a principle, dating back to the time when the duties of common carriers were first judicially declared, that no transportation charge shall exceed what is reasonable, and that the courts will award damages for any unreasonable charge; and it may be claimed that this right of recovery for unreasonable exactions by the carrier fully equals the constitutional right of the carrier to obtain reasonable compensation for its services. Theoretically this is so, but practically it is not so. The proof necessary to establish the unreasonableness of a rate "in and of itself" is rarely, if ever, obtainable, and if found would generally be excluded under the technical rules of evidence applied in courts of law where damage cases are brought to trial. It is asserted with confidence that the law reports show no case of a recovery for damages resulting from a transportation rate found unreasonable in and of itself. The law books do contain some cases where damages have been recovered under the common law because the rate charged the suitor was higher than that accepted from another shipper under like circumstances, but the weight of authority is to the effect that one who has paid no more than a reasonable charge can not maintain an action against the carrier by showing that another has paid less for the same service. Moreover, the common law affords no remedy for discrimination against a person in one locality through favor granted to a person in another locality, or because of preference to one town or city over another town or city.

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Still another consideration is that the person who actually pays the freight has generally no real interest in recovering damages for an unreasonable rate. As has frequently been shown, the person really injured is most often the producer, the retail dealer, or the consumer. This leads to a further observation showing the real advantage of the carrier in its relation to the people. The remedy against the carrier for an unreasonable charge can only be applied after the transportation charge has been paid—after the wrong has been accomplished. The unreasonable part of the charge paid may, moreover, be too small to go to law about, since an aggrieved shipper can not ordinarily afford to pay high rates until his damages have become sufficient in amount to warrant the bringing of a suit. On the other hand, the carrier can not be compelled to establish and charge a rate of compensation fixed by public authority until that charge has been found reasonable by the courts, and the suit, thus instituted by the carrier may progress from the first to the highest tribunal and drag along through a period of years before final decision is rendered. In such case enforcement of the prescribed rate is enjoined while the controversy is pending. Practically, therefore, the common-law rights of the public in respect of unreasonable rates, are of little value.

It should also be observed that while the carrier is protected by the Constitution from unreasonably low rates the patrons of the carrier can not have equal protection provided for them by any legislative enactment. The legislature can fix the rates or authorize them to be fixed, but it is for the judicial branch of the Government to enforce them, and shippers and travelers must pay the charges fixed by the carrier during the time consumed in determining the question of their reasonableness. The judicial procedure is necessarily slow, and the delays must always be very considerable. An illustration is that rates fixed by the Nebraska legislature in 1893 were declared unreasonable to the carrier in 1898, and the decision of the supreme court in that year referred back to the conditions existing in 1893, leaving the question still open whether the rates so prescribed were not reasonable to the carrier in 1898.

Enjoying this most effective protection and resulting advantage, a large and influential number of carriers are nevertheless reluctant to concede that any Federal regulation of railways, in addition to that now in force, is just or fair or necessary to the protection of public interests. These carriers have evidently assumed this attitude on account of their corporate interests and without reference to the broader considerations of public duty. That this should be so is the more to

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be deplored because of the increased irritation and antagonism which such a course is calculated to create in the minds of railway patrons and the people generally. It is specially important at this time when unification of financial interests and coincident advances in rates, through the concerted action of carriers in great territorial divisions of the country, have induced the belief that vast railroad combinations are about to be effected besides which the greatest industrial trust will appear small and insignificant.

It is doubtless the case that resistance to present efforts for more effective regulation results largely from the fact that during a period of nearly sixty years of railroad construction and operation no Federal control of railways was attempted. Notwithstanding the conceded principle that transportation is a public service and not a private business, the railroad companies were left wholly unrestrained as to interstate traffic up to the year 1887; and the feeble and generally unenforceable provisions of the law then passed were not calculated to eradicate railway views and railway conduct which had obtained for two generations. Clearly the way, and the only practicable way, to change all this, to secure general and constant recognition of the idea that transportation charges are in the nature of a tax which must be laid with full regard to justice and equality toward those who pay it, to make reasonable rates and relatively just rates the rule, and provide for the summary correction of unreasonable and discriminating charges is to amend the act to regulate commerce in the respects wherein it has been found defective. What these defects are, how unavailing the attempts to regulate transportation under the present law have been, is clearly set forth by the Commission in its recent reports to the Congress. The present situation is stated none too strongly by the Commission in the opening chapter of its annual report for the year 1899, which here follows:

"In its last annual report the Commission stated that attention had been called in previous reports to the vital respects in which the act to regulate commerce has proved defective and inadequate; that the present law can not be properly enforced, and that until further legislation is provided the best efforts at regulation must be feeble and disappointing. The requests of the Commission for needful amendments have been supported by petitions and memorials from agricultural, manufacturing, and commercial interests throughout the country; yet not a line of the statute has been changed and none of the burdensome conditions which call for relief have been removed or modified. The reasons for the failure of the law to accomplish the purposes for

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which it was enacted have been so frequently and fully set forth that repetition can not add to their force or make them better understood. It is sufficient to say that the existing situation and the developments of the past year render more imperative than ever before the necessity for speedy and suitable legislation. We therefore renew the recommendations heretofore made, and earnestly urge their early consideration and adoption.

"Many persons do not understand the precise nature of the amendments required for enforcing the substantive provisions of the act, while others have apparently reached the belief that no scheme of regulation short of Government ownership and operation can be made effective. Nevertheless, it is perhaps safe to say that nine-tenths of the people do know that any railroad company can charge for its service whatever it pleases and as much as it pleases, without any real power in this Commission, or any other tribunal or court, to limit the amount of such charge for the future when complaint is made by an aggrieved shipper, and that they are substantially of one mind in desiring that this and other defects in the statute be promptly remedied. It is also true that shippers generally have been practically unanimous in favor of a single classification of freights, one that will be uniform for all roads and all sections of the country, and reasonably stable when established.

"The general public dissatisfaction with the present statute has frequently been expressed in resolutions adopted by various national organizations composed of business men, manufacturers, and farmers, and by the national convention of railroad commissioners. At a conference held in Chicago in November last, and attended by representatives from a number of national associations of manufacturers, merchants, millers, and other branches of trade, a bill embracing the more important amendments which have been recommended by this Commission was, after discussion of each feature, formally approved as the measure which would best meet the requirements of business and commercial interests. This bill has been introduced in the Senate by Senator Cullom, known as Senate bill No. 1439, and will be found in Appendix C to this report.

"Such a movement on the part of associated producing and shipping interests representing, it is said, an amount of invested capital exceeding the aggregate capitalization of all the railways is in itself a clear indication of the popular demand. The query suggests itself whether continued failure to perfect the regulating statute on reasonable lines will not soon result in an irresistible demand for the most radical and drastic legislation.

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"It is a matter of common knowledge that vast schemes of railway control are now in process of consummation and that the competition of rival lines is to be restrained by these combinations. While this movement has not yet found full expression in the actual consolidation of railroad corporations, enough has transpired to disclose a unification of financial interests which will dominate the management and harmonize the operations of lines heretofore independent and competitive. This is today the most noticeable and important feature of the railway situation. If the plans already foreshadowed are brought to effective results and others of similar scope are carried to execution there will be a vast centralization of railroad properties, with all the power involved in such far-reaching combinations, yet uncontrolled by any public authority which can be efficiently exerted. The restraints of competition upon excessive and unjust rates will in this way be avoided, and whatever evils may result will be remediless under existing laws.

"Among the noteworthy facts of general interest is the remarkable increase during the year in the volume of railroad business. This increase has been so great, and to an extent so unexpected, that many carriers were not prepared for the unusual demands upon their facilities. As a rule their equipment has been taxed to full capacity and often found inadequate for the service required. This, of course, has brought a substantial addition to the gross and net revenues of nearly every road in the country and greatly reduced the number of railway failures. It has also contributed to the improved observance of published rates, as is stated in another connection, and diminished the frequency of those practices which are made misdemeanors by the statute.

"Coincident with these schemes of unified control, and while this exceptional movement of traffic continues, the carriers operating throughout an extensive and important territory have recently made substantial, and in many cases very large, increases in their scale of charges. These advances in rates have been mainly effected by concerted and agreed changes in the classification of freight articles by roads, both connecting and competing, which use the same classification and make the same a part of the tariffs filed by them under the law. Numerous articles have been taken from the class in which they were formerly placed and put in a higher class, to which a higher rate is applied, and many articles heretofore on the commodity list have been included in the classified traffic, with the result of materially increasing the charges imposed thereon. Advances of rates in this manner have been made on hundreds of articles, many of which are neces-

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saries in general use and constantly moving from place to place in the process of distribution.

"It is not intended to intimate that these advanced rates are unlawful, and no opinion is expressed as to their actual or relative reasonableness. But the fact that such extensive increases in railroad charges have been brought about by the method described must be of significant import and furnish a weighty argument in favor of measures which will be effective to secure compliance with the primary requirements of the act. These advances in rates have been agreed upon by the carriers without opportunity, as a rule, for shippers, dealers, or consumers to be heard. It is inevitable that changes so numerous and important, affecting public interests throughout so large a part of the country, will give rise to many complaints, both in respect of the reasonableness of particular rates complained of and alleged discriminations in the relation of rates. Reference is elsewhere made to the nature and number of complaints and protests on account of these changes in classification and the consequent increase of rates and readjustment of rate relations.

"Whatever may be the merits of these complaints, the parties making them are recognized by the law as having rights involved in the question of the reasonableness and justice of the charges which they are required to pay. But so long as the Congress sees fit to leave carriers practically free to make and apply such rates as they choose, whether acting independently or by concert, and whether competing or otherwise, and there is at the same time no adequate provision for determining whether such rates are just and reasonable, or for preventing the exaction of those found unjust and unreasonable, although declared by the statute to be unlawful, the injustice which may result must be without available redress."

The amendments now pending in Congress have been drafted in the light of thirteen years' experience in attempting to enforce the present statute, and it is believed that they would afford a prompt and effective means of redress to aggrieved shippers and prejudiced localities, while preserving to the carriers ample safeguards against arbitrary or oppressive exercise of authority.

It is also probable that the act, under the amendments to the sixth and tenth sections, would operate in considerable measure to prevent the frequent changes in tariff rates and the secret rate-cutting practices which have been so common of recent years, and which have resulted so disastrously to the smaller producers and dealers.

It must be plain, however, to those who have studied the changes and

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developments in railway transportation, that something besides remedies for rate injustice and prohibition against departures from published rates is indispensable to any effective scheme of national regulation, if the doctrine that transportation is a public service and not a marketable commodity is really to be enforced. If the carriers are to so conduct their operations that they will actually and at all times transport the occasional carload for the small manufacturer or dealer at precisely the same rates as the daily train load of the same traffic for the large producer, they must be authorized to take measures which will enable them to practice such neutrality. Impartial treatment of shippers, large and small, would be an accomplished fact under Government ownership. It would likewise be secured with comparative ease if all of our railways were controlled and operated by a single corporation.

But this beneficent result can not be realized while the railways, under hundreds of different managements, are required by Federal statute to maintain a rate competition with each other which is entirely the same in tendency and effect as the competition between rival manufacturers who are continually overproducing the commodity in which they deal and must sell what they produce or face inevitable ruin. To require a railway company to give rates which are reasonable, absolutely and relatively, to all shippers, all localities, and all the thousands of articles offered for carriage; to give the small town served only by its own line rates which are just as compared with those it gives to a large city where it competes with another line, and perhaps with several lines, and at the same time to forbid it to agree with rival roads upon a fair adjustment of competitive charges, is to turn that line into an open or secret bidder at the lowest rates for the traffic it must obtain, and to either diminish its revenues, often to the point of insolvency, or compel it to become a frequent breaker of the law regardless of legal consequences. In that situation competing carriers are simply forced to court the custom of those business corporations and combinations from which large quantities of traffic can be obtained; and when, as has often been said, railway companies give the shipping agent of a trust a blank tariff sheet upon which to write such rates for itself, or for the smaller shippers, as the trust may for the time being desire, they are merely submitting to conditions which the people through their representatives in Congress have mistakenly imposed.

Let us now consider how the public is affected. Suppose that Congress has passed the pending amendments and has kept in force the prohibitions against agreements between carriers for the adjustment of competitive rates. A carrier to an Atlantic seaport sees fit to reduce

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the export rate on grain 5 cents a hundred pounds. What is the result. Within a few days the rate on grain from every shipping point in the United States to every Atlantic and Gulf grain-exporting port in the United States must be reduced 5 cents per hundred pounds, because the first reduction affects the price correspondingly in the foreign market. Does the rate on domestic shipments fall in like proportion? No; or, at least, not for a considerable time, because the competition for domestic grain shipments is confined to the carriers reaching particular seaports, while the competition for foreign shipments affects all the grain-carrying roads. It thereupon follows that immense quantities of grain are shipped abroad, and grain for domestic consumption is obtainable only at a higher price, and this affects the miller who exports flour, the miller who supplies the domestic market, and the entire consuming population of the United States. The farmer rarely gets any benefit from the increased market price so brought about, for it usually happens that he has sold or agreed to sell his grain before the cut in the export rate.

Again, it is well known that a change in rates to one central locality often requires changes in rates to hundreds of other points, and even to localities far removed from the point originally affected. It has happened that reducing the rate from one point to Atlanta has not only operated to reduce the rate from all other markets to Atlanta, from the East and from the West, but to cause reductions in rates to all other points in Southern territory; and then has followed lower rates to places in the Southwest and finally to the West, and from the West to intermediate localities. And so it has come to be almost an axiom in transportation circles that cutting the rate to a point like Atlanta will ultimately affect the rate to a point like Chicago.

Within a year a water and rail line from New York, via Galveston, materially reduced its rates to Kansas City. It soon followed that corresponding reductions were forced to every point on the Missouri River, and of course the Mississippi River cities came forward with protests and appeals for like changes in order that their competition with the Missouri River points might be carried on without actual loss.

These examples might be multiplied indefinitely. Of course, such rate disturbances always favor those with large capital and practically shut out of business competition the multitude of small dealers. They also operate to augment the list of business failures.

It follows that relatively just charges to competing shippers at different localities can not be secured and maintained by any system of Government control which does not contemplate the maintenance of just rate relations through agreements between the carriers themselves,

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and that the prohibition of such agreements will to a great extent inevitably defeat many of the most important and beneficent purposes of public regulation.

A railroad is essentially a chartered monopoly, and its character as such should be recognized in the theory and aims of legislation. It is divested of that character in large measure when it is compelled to get traffic by the methods of competition in private business. Nor does it meet the case to say that the law requires the carrier to adhere to its published tariff, for the law in that respect will certainly be broken if traffic can not be otherwise secured; and the few convictions which may occur, in comparison with the number of offenses, will come to be regarded merely as "unfortunate instances," not even indicating the probability of punishment for such wrong-doing. Neither does it meet the case to say that the law requires tariff rates to be reasonable and just to persons and places. What the law provides is one thing, and what is done under that law is quite another thing. Departures from the published rates are punishable as crimes, and for failure to publish reasonable and just rates remedies are provided. If you can convict for the one, or have a remedy to apply to the other, you punish or cure in some individual cases, but neither such punishment nor such remedy can serve to abolish secret rate cutting as a practice or make unreasonable or unjust rates of rare occurrence.

As before stated, the pending amendments to the law will undoubtedly serve to improve the rate situation and make the work of regulation more easy and more effective than at present; but the real solution of the difficulty lies in so rearranging transportation conditions through appropriate legislation that secret practices will wholly disappear, and reasonable, just, and stable rates become the general rule and continue indefinitely through the aid of the statute itself, and without the necessity of applying a remedy in each particular case or visiting punishment upon delinquent railway companies or their agents. The same reason which is advanced in favor of giving the Commission authority to prescribe the rate for the future in a given case, namely, to prevent a repetition of the wrong, applies generally to the whole policy of legislation. Just as the population of a city is protected by law from contamination through the isolation of those afflicted with contagious diseases, so must the entire public be protected by the operation of law from the spread of transportation evils.

Every aspect of the problem is simplified if we start from and adhere to the basic proposition that the railway performs a function of government in furnishing the public with transportation; that what the Government would rightfully do the railway should be required to do.

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and that some such protection as the Government would have in its own operation of the roads should be provided for the companies which now operate them. Amendments have been proposed in the direct interest of the public, but these amendments must necessarily fall short of their intended purpose if conditions are allowed to continue which preclude the railways from uniting to make them effective. However diverse or conflicting their corporate interests may be, it is plain that the railways of the United States should, to the fullest extent practicable, be regarded as a single transportation system so far as their duties to the public are concerned. To enable them to perform those duties with the best results to all the people, they must be permitted by law to enter into agreements with each other whereby the abuses arising from individual and competitive action may be prevented.

In no other way can the public service of the railways be exempted from the domination of great commercial combinations and placed in an attitude of complete neutrality between railway patrons. It may be said that consolidation of the roads under one ownership would serve the same purpose. This probably is so, but the serious evils which must arise from the absolute control by one corporation, or a few harmonious interests, of these great properties, which constitute the highways of our immense internal commerce, preclude acceptance of any such alternative. And yet the present reckless competition in rates is steadily working out its manifest end—the actual merger of all important lines into the fewest possible managements, and these again into the control of some central authority representing the aggregated financial interests.

In the report of the committee on legislation to the last convention it was said: "The last results of unrestricted competition and of progressive consolidation must necessarily be the same—monopoly. Promoting or fostering unrestricted competition compels consolidation as a protective measure, but restricting and regulating competition discourages and prevents consolidation."

The time has come when we must choose between these two alternatives—actual railway consolidation under the present laws or railway cooperation under a new law. Consolidation, which means all that unrestricted pooling can mean and all that the strongest combination can signify, is fast becoming an accomplished fact. Cooperation, with all requisite safeguards against its abuse, and under the efficient supervision of the Commission, is still a feasible and a most desirable recourse.

Your committee has endeavored to frame its report in accordance

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with ascertained conditions and conceded facts, and to avoid giving support to any theoretical view of railway management or regulation. This report, together with the following resolution, is respectfully submitted to the convention.

Resolved, That Senate bill No. 1439, known as the Cullom Bill, to amend the act to regulate commerce or a measure on substantially the same lines, should be promptly enacted, with such additions thereto as will authorize carriers subject to that act to make contracts with each other for the adjustment and maintenance of fair and reasonable rates and the proper division of earnings on competitive traffic, subject to the control and supervision of the Interstate Commerce Commission.

That copies of the foregoing report and of this resolution, duly certified by the secretary of the convention, be transmitted to the President of the Senate and the Speaker of the House of Representatives.

MARTIN A. KNOPP.
C. S. LAUMEISTER.
JOHN D. MILLER.
ISAAC B. BROWN.
L. N. TRAMMELL.

The report of the Committee on Uniform Classification was as follows:

REPORT OF COMMITTEE ON UNIFORM CLASSIFICATION.

The question of uniform classification of freights throughout the United States has been under consideration heretofore by committees from this body. Their reports to the several conventions, so far as your committee can ascertain, have always been favorable to the establishment of such a classification. No considerable opposition to the establishment of such a classification has developed, and yet today the idea is as far as ever from realization.

Uniformity of classification implies simplicity and the absence of confusion, hence economy in both time and money in the handling of freights. There is no doubt that if a uniform classification could be put in force its benefits would be great, both to the railroads and the business public. At first glance it would seem strange that nothing has been accomplished toward this end; but, when thought is given to the subject, the reason is quite apparent. "What is everybody's business is

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nobody's business;" and accordingly each railroad company, each traffic association, each board of trade, and each railroad commission, while no doubt feeling the necessity for uniformity in classification of freight, has likewise felt the hopelessness of undertaking to bring about such unity of opinion among such widely divergent interests as would accomplish the desired result, especially so when each is fully occupied in working out problems more directly affecting itself and the interests specially committed to its care.

In our judgment the only way by which uniformity of classification can ever be secured is for the Federal Congress to authorize and require the Interstate Commerce Commission to compile and publish a classification which shall be applicable to all interstate shipments of freight in the United States. As a matter of convenience the different roads would naturally apply such classification to their interstate business as well, and even if they did not there is little doubt that the various State commissions which have published classifications would adopt that promulgated by the Interstate Commission, with the final result that its application would become universal in this country.

However much tariffs may vary in different sections of the country, all rates are based on classification. In the interchange of traffic between sections which employ different classifications it will be readily seen that discrepancies and mistakes must necessarily occur. It affords great latitude for unwarranted manipulation of rates by the unscrupulous from which the railways have suffered as severely as the public. Enforced uniformity in the classification would greatly simplify the entire transportation problem and would be a great advance in the direction of stability in freight rates.

This can never be accomplished except by a disinterested body, clothed with power not only to make but to enforce such a classification. Conflict of local and lack of general interest will always prevent the adoption of a uniform classification in the absence of a legal requirement to that end. But in our judgment a body of highly intelligent, disinterested, and experienced men, such as those who compose the Interstate Commerce Commission, could well be intrusted with the power to harmonize the conflicting interests of the different sections, and we doubt not they could justly and successfully work out this much-desired result. This power would not necessarily involve the making of rates. Given first a uniform classification, the various railways and railway associations could then promulgate their own tariffs as at present, fixing the rates to be charged upon the various classes embraced in that classification.

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Your committee is in thorough agreement with the views expressed by the Interstate Commerce Commission in the Eleventh Annual Report of that body, beginning on page 62. In that report the reasons which render uniformity in classification necessary are treated ably and in detail, and we are convinced that we can not do better than to recommend the introduction of a bill in the Federal Congress similar to that which was favorably passed upon by the Senate committee in the Fifty-fourth Congress, and which apparently failed of passage owing to the early termination of that Congress. Said bill was as follows:

A BILL directing the Interstate Commerce Commission to prepare and publish a classification of freight articles and rules, regulations, and conditions for freight transportation, to be known as the "national freight classification."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That the Interstate Commerce Commission be, and is hereby, authorized and required to prepare and publish, on or before the first day of ———, a classification of freight articles, and rules, regulations, and conditions for freight transportation, which shall be known as the "national freight classification."

That such national freight classification shall be published by the Interstate Commerce Commission by printing the same in pamphlet form, and by giving public notice thereof through general distribution in such manner as it may deem advisable.

During a period of three months immediately subsequent to the preparation of such classification, and at all times during the said period of three months, and always thereafter, the commission shall promptly hear the complaint of any carrier or shipper against such classification or any part thereof; and after hearing and investigation of any such complaint or complaints the commission shall have power to amend such classification for the purpose of removing any injustice thereby caused to carriers or shippers.

That at the expiration of said three months of publication the said classification and any amendments thereto which may have been made by the commission during such time shall be in effect, and together with any subsequent amendments thereof by the commission shall be observed and invariably applied to interstate freight transportation by all common carriers subject to said act to regulate commerce. Any failure on the part of any such common carrier to observe and apply such classification shall be punishable as a violation of the act to regulate commerce, approved February fourth, eighteen hundred

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and ninety-seven, and amendments thereof, under the provisions of section ten of said act.

The members of your committee, holding the views as above set out, respectfully recommend the following resolution for adoption by the convention:

Resolved, That this convention hereby respectfully requests that the Interstate Commerce Commission will have introduced at the present session of Congress a bill similar to that quoted in this report, or such other measure as may best serve the object sought to be attained, and that the railroad commissioners of the several States be, and are hereby, requested to cooperate in every practicable way, and use their best endeavors to bring to the support of said measure the Senators and Members of Congress of their several States.

For the committee.

SPENCER R. ATKINSON,
Chairman.

After the Convention adjourned the members were tendered and accepted a visit to Superior and other places in the state by the courtesy of the Chicago, Milwaukee & St. Ry. Co. and the Chicago & Northwestern Ry. Co.

Bridge Inspection.

REPORT ON BRIDGE INSPECTION.

TO HON. GRAHAM L. RICE, *Railroad Commissioner of the State of Wisconsin:*

SIR: I have inspected bridges and various other structures appertaining to the railroads of the state of Wisconsin, as authorized by you, and beg leave to report as follows:

In making this inspection it has not been found to be practicable to inspect all structures, the time available being too short to do so, the structures inspected being representative ones, and a sufficient number of each class being inspected to show the condition of all bridges of the given kind and age. All of the more important structures were inspected.

The bridges to be inspected were selected from the Division Engineer's records of bridges and culverts in their respective districts. Other information, such as the age, present condition, repairs recommended, renewals contemplated, etc., has been secured in many instances in advance of inspection through the courtesy of the engineering department of the various roads. The information thus gained has not in any case served to make the inspection less thorough and complete.

This inspection covers the bridges on the Chicago and Northwestern Railway; the Chicago, St. Paul, Minneapolis and Omaha Railway; the Chicago, Milwaukee and St. Paul Railway and the Wisconsin Central Railway in the state of Wisconsin. On these railways all of the main lines were covered, and nearly all of the branch lines, only a few of the less important branch lines being omitted for the lack of time.

Bridge Inspection.

The inspection began on November 12th and was completed on December 12th in which time five hundred and twelve bridges of all kinds and five tunnels were inspected. The time allowed for the making of this report does not permit me to make the computations of the stresses in the trussed bridges which are necessary for a full, complete and definite report on such structures.

The bridges inspected are given in the accompanying tables under proper headings. They comprise all of the more important bridges on the several roads on which inspection of bridges was made in Wisconsin.

The general efficiency and reliable nature of the bridges in the state and the manifest desire of the officials of the various roads to continually raise their standards of excellence is a cause for congratulation to the people of the state. On all of the main lines the old bridges are being replaced by permanent structures which conform to the latest and best practice in bridge building. Some of the present standards will be considered more in detail in reviewing the inspection on the several roads.

In some instances defects have been noted, that in the judgment of your engineer need attention at once. While in no case has a bridge been found to be in a positively dangerous condition, the inspection has revealed weaknesses that might develop very quickly into a positive menace to the public safety. In each case where such defect has been discovered, the attention of some official of the road who has the authority to order immediate repairs and renewals has been called to it.

All of the bridges which are built and maintained by the railway companies have been included, comprising the railroad bridges, overhead highway bridges and farm and road bridges on the right of way.

Less uniformity in the condition of the overhead highway bridges exists than in the case of other structures,

Bridge Inspection.

and it appears that the various officials have been as a rule somewhat less careful with these bridges than with the railway bridges. On some divisions, however, the overhead highway bridges have received especial attention and reflect credit upon the officials who have made very laudable efforts to make secure not only the safety but the convenience as well of persons traveling the highways which cross the railway.

The divisions of each railway will be considered separately.

CHICAGO & NORTHWESTERN RAILWAY.

The Chicago & Northwestern railway in the state of Wisconsin is divided for operating and maintenance purposes into five divisions. The inspection of bridges on these divisions will be reported as follows:

The *Wisconsin Division* comprises, the main line, from the state line on the south, north through Milwaukee and Fond du Lac to Green Bay; the principal branch lines are the old line, from Fond du Lac south to Sharon in the state, and the Sheboygan and Princeton lines.

The railroad bridges on the main line are first-class in every respect. Very heavy traffic goes over this line and during the last two years a great number of deck and through plate girder bridges have been put in on stone masonry piers and abutments. On the branch lines the traffic is lighter and fewer permanent improvements have been made: the bridges are well-kept and efficient in every way.

The main line of the *Ashland Division* extends from Milwaukee north to Monico Jc.; from Monico Jc. to Hurley it is known as the Rhinelander line; and from Hurley to Ashland, as the Ashland line. The principal branches are the Oshkosh branch, the Oconto branch, the Marshfield branch, the Wisconsin Northern branch and the Eagle River branch.

Bridge Inspection.

The bridges on this entire division are in very good repair and are evidently closely and regularly inspected. Several renewals were being made at the time of the inspection and more are contemplated this coming season. The Wisconsin Northern line is a new road, having been built in 1897 and 1898. The bridges are all in good condition. A computation of the stresses in some of the members of the iron bridges on the Marshfield line shows that the grade of engines now being run on the road stresses these bridges to the full limit for which they were designed. They are well preserved, however, and for the present traffic are entirely satisfactory. Bridge No. 94, on the main line near Milwaukee, which in the table is marked "poor," is to be replaced next year with a stone arch. The present bridge was built hastily after being partly destroyed by a derailment and does not have a neat appearance, but is strong and entirely reliable.

The *Madison Division* includes the main line, from Janesville to Winona in the state, the cross line from Milwaukee west through Madison, the Galena branch and some other small branch lines.

The railroad bridges on the cross line from Milwaukee to Madison are being reinforced to carry heavy trains, and with the repairs and renewals contemplated will be in condition to carry the heaviest engines with safety. Heavy trains are not run over the cross line west of Madison and the bridges with the repairs now being made will be in good condition for the year.

On the Galena branch from Montfort Junction south to the state line and on the Platteville branch a great number of oak piles in the wooden bridges are rotted badly at the surface of the ground; many of these piles should be renewed at once and a greater number will need to be renewed next year. Attention is called to pile bridge No. 1616, 518 feet in length, on the Platteville branch, where in

Bridge Inspection.

the judgment of your engineer a greater number of piles need to be renewed at once than is contemplated by the bridge department of the division.

Many of the overhead highway bridges inspected on this division, were found to be in poor condition. The bridges are sufficiently strong to carry the vehicles passing over them with safety, but many of the hand rails are old and in poor repair and the fences on the approaches leading up to the ends of the bridges are not, in some instances, sufficiently strong to guard against accident.

Of the *Galena Division* only one line is in the state; the Fox River line, from Genoa Junction to Williams Bay.

The railroad bridges on this line are in good condition.

Overhead highway bridge No. 719, near Lake Geneva, consists of a Pony Howe truss 36' 8" in length over the track with pile approaches at each end. The lower chords of this truss consist of 14" x 14" pine timbers which are painted and present a fairly good appearance. Borings made in these timbers showed them to be badly decayed at the heart and that only a shell of good wood remained. While this bridge might carry the comparatively light loads that come upon a highway bridge for some considerable time without accident, to insure the safety of the traveling public the bridge should be renewed at once.

Of the *Peninsular Division* the only line in the state is the part of the Escanaba line from Marinette to Green Bay.

The only iron through bridge on this line is over the Peshtigo river, and is in good condition, but was not built to carry the heavy engines now being used on some of the main lines of the road and should be reinforced before the traffic on this line is increased. The Howe trusses and combination bridges on this line are in fairly good condition, and are fully able to carry the heaviest trains that are run over the road.

Bridge Inspection.

The greater part of the piles in the bridges on the line were driven in 1879, 1880, and 1881. These piles are cedar and for the most part are well preserved. The pile approaches to some of the trussed bridges, however, are needing repairs or renewals. Attention is called to the poor condition of the north approach of bridge No. 57, over the Oconto river; to the approaches to bridge No. 49, and to the approaches to bridge No. 27. The division engineer informs me that these bridges are to be repaired at an early date. Some especially commendable features about the C. & N. W. railway's new standard pile bridge deserve mention. The length of span is reduced from 16 feet to 13 feet 6 inches and the stringers, which are of Oregon fir, cover two spans, thus making a very much stronger bridge. The ties are spaced 4 inches and each tie is bolted to the guard-rail which is thus made to serve as a jack-stringer. This kind of a top will probably in case of a derailment on a bridge be efficient to carry the train over without wrecking the bridge.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY.

The divisions of the Chicago, St. Paul, Minneapolis and Omaha railway in the state of Wisconsin are the Wisconsin Division and the Northern Division.

The lines of the *Wisconsin Division* are, the main line, from Elroy to the state line at Hudson, and the Menominee, Ellsworth, Mondovi, and Marshfield branches.

Many of the shorter openings on the main line are spanned with through and deck steel plate girder bridges. Of the pile bridges all but two, Nos. 329 and 345, are in good condition. The piles in these two bridges have rotted at the surface of the ground quite badly. Your engineer is informed that these bridges will be replaced with permanent structures within a year.

Bridge Inspection.

The bridges on the Menominee branch are in good condition.

On the Ellsworth line the bridges are not quite up to the standard that is maintained on some of the other branches. This is especially true of the pile bridges, in many of which the piles are becoming very much weakened by rotting at the surface of the ground. Some of these bridges are to be replaced next year.

No heavy trains are run on the Mondovi branch; the bridges are adequate to meet all requirements. With repairs now being made the bridges on the Marshfield branch will be in very good condition.

The lines of the *Northern Division* are the North line, from Hudson to Bayfield, the Superior line, from Superior Jc. to Superior, the Eau Claire line from Eau Claire to Spooner, and the Ashland branch.

The bridges inspected on the North line were found to be in good condition. In some of the iron bridges, which were built prior to 1892, new floor systems have been put in recently and others re-inforced to meet the greater demands caused by running heavier trains. A computation of the stresses in the floor systems of some of the older bridges shows them to be stressed by the present grade of traffic to the limit for which such floor systems are designed. In case of any increase in the weight of the engines used on the road a number of these floor systems will need to be renewed. The pile approaches to bridge No. 380, and pile bridge No. 400, are not up to the standard on this line.

The bridges on the Ashland branch are in good condition for a branch line.

On the Eau Claire and Superior lines the bridges are for the most part in good repair and with the repairs now being made may be considered to be in very good condition.



WISCONSIN CENTRAL RAILWAY.—WHITE RIVER BRIDGE.

Bridge Inspection.

The method in use on the Northern division of bracing the frame and high pile bridges longitudinally with timbers 8'x10' in section partly framed into the bents, is to be commended. This bracing together with the system of X bracing between bents has proven efficient in keeping high frame bridges in good alignment and in case of a derailment will prove to be a valuable precaution against the wrecking of the bridge.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The divisions of the Chicago, Milwaukee and St. Paul railway in the state of Wisconsin are, the Prairie du Chien division, the Mineral Point division, the La Crosse division, the Wisconsin Valley division, the Northern division, the Superior division, the Chippewa Valley division, the Racine and Southwestern division, and the Chicago division.

The main line of the *Prairie du Chien Division* extends from Milwaukee via Milton Junction to Prairie du Chien; the branch lines are the Prairie du Sac and the Richland Center branches.

The bridges on the main line of the *Prairie du Chien* division are in very good condition. The very large engines are not run west of Madison and, before they are, it will be necessary to reinforce some of the bridges, but for present traffic they are sufficiently strong.

Some of the bridges on the branches are not in good repair. A part of the long Wisconsin river bridge at Prairie du Sac needs to be renewed. The wood drawspan is beginning to show signs of decay, and the pile bent part of the bridge needs to be replaced.

On the Richland Center branch the piles in bridges Nos. 510 and 512 have rotted very badly at the surface of the ground.

Bridge Inspection.

The main line of the *Mineral Point Division* extends from Milton Junction to Mineral Point. There are four branch lines in this division all of which are short.

In Janesville there are five iron bridges which are joint bridges with the C. & N. W. R'y. These bridges are kept in good repair and appear to be sufficiently strong to meet all requirements. No computations of stresses have been made on these bridges.

Considerable bridge work is needed on this division very soon. Pile bridges Nos. 52 and 90 on the main line are poor and will be renewed next year. Frame bridge No. 146 is a high trestle bridge and rests on masonry. The timbers in this bridge are rotted quite badly. It is a very poor bridge and cannot be considered safe for any great length of time.

Overhead highway bridge No. 20 near South Wayne is in need of some repairs; the other overhead bridges on this division are in good condition. With the repairs and renewals that are contemplated by the bridge department the other bridges inspected on the main line will be in very good condition to carry the trains that are run over this line.

The bridges on the New Glarus branch are mostly new and are in first-class condition.

There are no bridges of consequence on the Warren branch.

On the Shullsburg branch the two bridges inspected are each in need of some considerable repairs.

On the Platteville line nine Howe trusses inspected are in need of renewal. The grade on this branch is very low which causes the lower chords of these bridges to be covered with water quite often. This has materially shortened the time of their usefulness.

The main line of the *La Crosse Division* extends from Milwaukee to La Crosse. There are four branches, the Water-

Bridge Inspection.

town-Madison branch, the Madison-Portage branch, the Viroqua branch and the Onalaska branch.

The bridges on the main line of this division are in good repair and appear to be first-class in every way. Many of them are of permanent construction and all renewals are permanent. The overhead highway bridges on this line deserve some especial mention. They are well built with good, substantial hand rails, and are reached by well graded approaches, thirty feet in width, on easy grades.

The bridges on the Watertown-Madison branch are in good condition with the exception of overhead highway bridge No. 566½, which should be renewed. On the Portage branch the bridges are in very good condition.

The bridges on the Viroqua branch with the renewals now being made will be sufficiently strong to carry all the traffic that goes over the line.

The main line of the *Wisconsin Valley Division* extends from New Lisbon to Star Lake. The branch lines are, the Tomah branch, the Lynn branch and the Vesper branch.

The bridges on this division are in very good condition to carry the trains run on the various lines of the division.

The main line of the *Superior Division* extends from Milwaukee north to the state line near Champion. The branches are the Appleton branch, the Oconto branch, the Menomonee branch and the Wausaukee branch.

The bridges on this division are, as a rule, in first class condition. The combination draw bridge over the Fox river at Green Bay is to be replaced soon by a bridge of modern design. The approaches to some of the Howe Truss bridges on this line are needing some minor repairs, no serious defects, however, have been noted. The main line of the *Northern Division* extends from Milwaukee to Portage. The branches are, the North Lake line, the

Bridge Inspection.

Fond du Lac line, the Oshkosh line, the Markesan line, the Winneconne line and the Berlin line.

The bridges inspected were found for the most part to be in good repair. Bridge No. 88 on the Oshkosh line is to be renewed this winter. Some of the bridges on the North Lake line are not in very good condition at present.

The main line of the *Racine and Southwestern Division* extends from Racine to Beloit; the branches are the Beloit branch and the Eagle River branch.

The bridges inspected on this division were in very good condition with the exception of the two bridges marked "poor," in the remark column of the table. These two bridges are to be renewed next year.

The main line of the *Chicago Division* extends from Chicago to Milwaukee. There are no branch lines in Wisconsin.

The bridges inspected on this division were found to be entirely first class.

The C., M. & St. P. Ry. has been using concrete masonry quite extensively in bridge piers and abutments and with steel rails for making culverts of sizes up to a span of twelve feet, and with plate girders embedded in the top for much longer spans. The concrete masonry inspected is of such satisfactory character that it recommends its use in permanent improvements on railroads very highly.

WINCONSIN CENTRAL RAILWAY.

The divisions of the Wisconsin Central Railway are the southern division and the northern division.

The *Southern Division* comprises the 1st district, from Chicago to Fond du Lac, and the 2nd district, from Fond du Lac to Abbotsford. The part of the main line between Rugby Junction and Fond du Lac was all of the 1st district that was inspected. The bridges on this part of the line are in good condition.

Bridge Inspection.

On the main line of the 2d district all of the bridges inspected were found to be in good repair. No heavy engines are run over the Portage branch. The piles in pile bridge No. D3 show considerable rot at the surface of the ground. Some of the piles will need to be replaced the coming season. The other bridges inspected on this branch are in very good condition.

The *Northern Division* comprises the 3rd district, from Abbotsford west to the state line, and the 4th district, from Abbotsford north to Ashland. Bridge No. 715, in the 3rd district, was originally a pile bridge entirely. In 1898 it was raised seven feet to meet change in grade, by putting frame bents on top of the pile bents and bracing the pile bents longitudinally by means of timbers framed in at the top of the pile bents. While this is a very good construction for a temporary bridge it should not remain on the line for any great length of time, the continued stability of such construction being too uncertain. The other bridges inspected in this district are in good condition.

The bridges inspected in the 4th district were found to be in good repair. The White river and Silver creek iron trestles which were built in 1872 are of very light construction, having been designed for lighter loads than the present traffic imposes. The heaviest engines are not run over these trestles and the rate of speed of all trains is limited to six miles per hour while crossing them.

At the time of filing this report the plans and strain-sheets for these trestles and for some of the other iron and steel bridges on the Wisconsin Central railway which will be furnished by the engineering department of the road, have not been received.

The span of the Wisconsin Central railway's standard pile bridge is 16 feet; the stringers are of Oregon fir and

Bridge Inspection.

cover two spans; the guard rails are 8"x8" in section and are notched 1 inch on the ties. Each tie is spiked to the stringers.

BRIDGES INSPECTED ON WISCONSIN DIVISION OF C. N. W. RY.

Bridge 644; Kenosha line; crossing Lower Fox river; pile bridge; built in 1897; very good.

Bridge 614; Kenosha line; frame bent, on masonry, overhead highway bridge; first class.

Main line; crossing Pike river; deck plate girder on masonry; first class.

Bridge 1478; Main line; crossing Rock river; riveted lat. truss on masonry; built in 1875; reinforced 1896.

Bridge 1608; Main line; plate girder on masonry; 36 feet long; superstructure built in 1897; good bridge.

Bridge 1615; Main line; overhead highway bridge (riveted iron truss); 62 ft. 6 in. long; superstructure built in 1892; good bridge.

Bridge 1655; pile bridge; 160 ft. long; built in 1896; good bridge.

Bridge 1657; Main line; crossing Milwaukee river; through plate girder; superstructure built in 1899; first class.

Bridge 1687; Main line; deck plate girder; 225 ft. long; superstructure built in 1898; first class.

Bridge 1688; Main line; overhead highway bridge; 107 ft. long; built in 1891; in fair repair.

Bridge 1449; Main line; overhead highway bridge; to be renewed next year.

Bridge 1753; Main line; overhead highway bridge; about worn out.

Bridge 1761; Main line; overhead highway bridge (riveted pony truss); 115 ft. long; superstructure built in 1899; first class.

Bridge 363; Main line; at Neenah; pile bridge; good bridge.

Bridge 366; near Neenah; pile bridge; 1,572 ft. long; built in 1898; very good.

Bridge 387; deck plate girder; very good.

Bridge 403; crossing Apple creek; pin connected truss, deck; 1 spar; 82 ft. 10 in. long; superstructure built in 1882; very good.

Bridge 424; pile bridge; 213 ft. long; built in 1896; reinforced 1900.

Bridge 425; pile bridge; 121 ft. long; built in 1896; reinforced 1899.

Bridge 431; pile bridge; 188 ft. long; built in 1899; first class.

Bridge 957; Sheboygan & Western line; pile bridge; 3 spans; 45 ft. long; new bridge being built.

Bridge 954; Sheboygan & Western line; pile bridge; 6 spans; 89 ft. long; built in 1900; first class.

Bridge 950; Sheboygan & Western line; pile bridge; 3 spans; 46 ft. long; built in 1900; first class.

Bridge 928; Sheboygan & Western line; mile post 37; pile bridge; 10 spans; 108 ft. long; built in 1895; good bridge.

Bridge 877; Sheboygan & Western line; mile post 34; pile bridge; 23 spans; 233 ft. long; superstructure built in 1898; substructure built in 1886; fair condition.

Bridge 854; Sheboygan & Western line; Plymouth; crossing Main street; pile bridge; 6 spans; 99 ft. long; built in 1896.

Bridge 853; Sheboygan & Western line; Plymouth; crossing stream; pile bridge; 9 spans; 136 ft. long; built in 1891; reinforced.

Bridge 826; Sheboygan & Western line; through plate girder; 3 spans; 128 ft. long; superstructure built in 1898; very good.

Bridge Inspection.

Bridge 824; Sheboygan & Western line; crossing Sheboygan river; Pony Howe truss; 4 spans; 150 ft. long; built in 1896; good shape.

Bridge 817; Sheboygan & Western line; pile bridge; 8 spans; 123 ft. long; built in 1896.

Bridge 807; Sheboygan & Western line; crossing Sheboygan river; through combination truss; 1 span; 155 ft. long; built in 1890; on masonry.

Bridge 804; Sheboygan & Western line; Sheboygan; overhead highway bridge; 1 span; 60 ft. long; built in 1893; very good.

Bridge 803; Sheboygan & Western line; frame bridge; 1 span; being replaced with plate girders.

Bridge 969; Princeton line; near Fond du Lac; pile bridge; 16 spans; 233 ft. long; superstructure built in 1897; substructure built in 1886; very good.

Bridge 1013; Princeton line; west of Ripon; pile bridge; 28 spans; 433 ft. long; built in 1897; very good.

Bridge 1019; Princeton line; west of Ripon; pile bridge; 21 spans; 326 ft. long; built in 1896; very good.

Bridge 298; old line; mile-post 174; overhead highway bridge; built in 1896; very good.

Bridge 293; old line; mile-post 170; overhead highway bridge; 100 ft. long; built in 1897; very good.

Bridge 270; old line; crossing Rock river; pile bridge; 108 ft. long; superstructure built in 1892; deck plate girder recommended by division engineer.

Bridge 243; old line; mile-post 150; overhead highway bridge; 67 ft. long; built in 1896.

Bridge 207; old line; mile-post 128; crossing Rock river; pile bridge; 25 spans; 386 ft. long; built in 1894; very good.

Bridge 179; old line; mile-post 116; crossing Rock river; pile bridge; 24 spans; 414 ft. long; built in 1891; to be rebuilt.

Bridge 171; old line; Fort Atkinson; crossing Rock river; Pony Howe truss; 5 spans; 348 ft. long; built in 1883; being replaced.

Bridge 149; old line; mile-post 94; overhead highway bridge; 3 spans; 140 ft. long; built in 1894; too dark to make a satisfactory inspection.

Bridge 145; old line; Janesville; crossing Bluff St.; deck plate girder; 1 span; 67 ft. long; superstructure built in 1896; too dark to make a satisfactory inspection.

Bridge 144; old line; Janesville; crossing Main St.; deck plate girder; 1 span; 166 ft. long; superstructure built in 1896; too dark to make a satisfactory inspection.

Bridge 143; old line; Janesville; crossing Rock river; deck pin connected truss; 3 spans; 380 ft. long; superstructure built in 1885; too dark to make a satisfactory inspection.

Bridge 142; old line; Janesville; crossing River St.; deck riveted truss; 45 ft. 6 in. long; superstructure built in 1891; too dark to make a satisfactory inspection.

Bridge 141; old line; Janesville; crossing Franklin St.; deck plate girder; 58 ft. 9 in. long; superstructure built in 1886; too dark to make a satisfactory inspection.

Bridge 138; old line; deck riveted truss; 4 spans; 516 ft. long; superstructure built in 1896; too dark to make a satisfactory inspection.

Bridge 137; old line; overhead highway bridge; 57 ft. long; superstructure built in 1898; substructure built in 1889; too dark to make a satisfactory inspection.

Bridge 128; old line; crossing Turtle creek; stone arch; superstructure built in 1869; too dark to make a satisfactory inspection.

Bridge 111; old line; mile-stone 5; crossing near Sharon; pony riveted truss; 1 span; 80 ft. 8 in. long; superstructure built in 1888; too dark to make a satisfactory inspection.

Bridge Inspection.

Bridge 94; Main line; 26.5 miles from Milwaukee; pile bridge; 12 spans; 213 ft. long; superstructure built in 1894; substructure built in 1886; poor, to be renewed.

Bridge 205; Main line; overhead highway bridge; 218 ft. long; built in 1893; very good.

Bridge 211; Main line; pile bridge; 1 span; 9 ft. long; built in 1888; now being renewed. Howe truss span; 40 ft. long; built in 1888; now being renewed. Pile bridge; 1 span; 13 ft. long; built in 1888; now being renewed.

Bridge 212; Main line; pin-connected deck span; 1 span; 75 ft. long; superstructure built in 1893; in good repair. Pin-connected deck span, draw; 1 span; 160 ft. long; superstructure built in 1893; stresses not excessive. Pin-connected deck span; 1 span; 90 ft. long; superstructure built in 1893.

Bridge 259; Main line; pile bridge; 6 spans; 72 ft. long; built in 1888; good condition.

Bridge 260; Main line; mile-post 65.0; pile bridge; 6 spans; 83 ft. long; built in 1892; good condition.

Bridge 261; Main line; pile bridge; 6 spans; 72 ft. long; built in 1890; good condition.

Bridge 321; Main line; at Manitowoc; crossing Manitowoc river; iron draw bridge, through; substructure built in 1899; draw span brought here from Milwaukee in 1900.

Bridge 321A; Main line; at Manitowoc; crossing over W. C. railway; riveted lattice iron span; 129 ft. 6 in. long; built in 1896; very good bridge.

Bridge A12; Two Rivers line; pile bridge; 260 ft. long; superstructure built in 1894; substructure built in 1882; fair condition.

Bridge 429; Main line; mile-post 110.0; crossing opening near Kaukanie; pile bridge; 56 feet long; built in 1889; some minor repairs only needed.

Bridge 443; Main line; Howe truss; 1 span; 66 ft. long; new bridge being put in.

Bridge 485; Main line; Howe truss, pony; 1 span; 56 ft. long; built in 1899; good.

Bridge 489; Main line; crossing at Appleton; steel pin-connected draw span; 1 span; 226 ft. long; built in 1890; stresses not excessive. Steel pin-connected span, deck; 1 span; 98 ft. long; built in 1890.

Bridge 492; Main line; crossing at Appleton; pile bridge; extensive repairs contemplated.

Bridge 545; Main line; crossing at Hortonville; overhead highway bridge; 66 ft. long; built in 1899; first class.

Bridge 578; Main line; through plate girder; 1 span; 50 ft. long; built in 1892. Through plate girder, draw; 1 span; 130 ft. long; built in 1892; good.

Bridge 580; Main line; crossing near New London Junction; south approach pile; 221 ft. long; built in 1897. Theo. Howe truss; 66 ft. long; built in 1900. North approach pile; 317 ft. long; built in 1897; very good bridge.

Bridge C; Oconto line; approach pile; 84 ft. long; built in 1893. Through Howe truss; 66 ft. long; built in 1893. Approach pile; 62 ft. long; built in 1893; in fair condition.

Bridge C9; Oconto line; crossing at Empress; approach pile; 48 ft. long; built in 1893. Through Howe truss; 66 ft. long; built in 1892. Approach pile; 166 ft. long; built in 1893; good for branch line.

Bridge C25; Oconto line; approach pile; 310 ft. long; built in 1893; in fair condition. Howe truss; 1 span; 66 ft. long; built in 1892; good. Howe truss; 2 spans; 128 ft. long; built in 1899; good. Approach pile; 47 ft. long; built in 1893; in good repair.

Bridge C51; Oconto line; pile approach; 83 ft. long; built in 1894 in fair repair. Half through span, Howe truss; 100 ft. long; built in 1891; poor. Pile approach built in 1894; very good. Pile bridge; built in 1898; very good.



WISCONSIN CENTRAL RAILWAY—BRIDGE ACROSS ST. CROIX RIVER.

Bridge Inspection.

Bridge N3; Wisconsin Northern line; pile bridge; built in 1898; very good.
 Bridge N24; Wisconsin Northern line; pile approach; 17 spans; 237 ft. long; built in 1898. Howe truss span; 1 span; 64 ft. long; built in 1898. Pile approach; 34 spans; 475 ft. long; built in 1898; first class.

Bridge N64; Wisconsin Northern line; mile-post 2 miles north of Mountain; overhead highway; 7 spans; 116 ft. long; built in 1899; first class.

Bridge B5; Oshkosh line; pile bridge; 5 spans; 60 ft. long; substructure built in 1888; to be renewed at once.

Bridge 1289; Ashland line; pin-connected, east span; 74 ft. long; built in 1889; entirely first class. pin-connected, west span; 98 ft. long; built in 1889; stresses not excessive.

Bridge 1160; Ashland line; crossing over Montreal river; deck span, iron, on masonry; superstructure built in 1900; very good.

Bridge G188; Rhinelander line; pile approach; 14 ft. long; needs reinforcing. Howe truss; 76 ft. long; to be renewed. Pile approach; 572 ft. long; needs reinforcing.

Bridge G133; Rhinelander line; near Mercer; pile approach; 2 spans; 30 ft. long; built in 1899. Through Howe truss; 1 span; 48 ft. long; built in 1899. Pile approach; 4 spans; 61 ft. long; built in 1899; very good.

Bridge G125; Rhinelander line; pile approach; 637 ft. long; built in 1900. Through Howe truss; 64 ft. long; built in 1900. Pile approach; 17 ft. long; built in 1900; very good.

Bridge G92; Rhinelander line; pile approach; 171 ft. long; built in 1898. Through Howe truss; 64 ft. long; built in 1894. Pile approach; 234 ft. long; built in 1898; very good.

Bridge G53; Rhinelander line; at Rhinelander; crossing Wisconsin river; through Howe truss; 125 ft. 6 in. long; built in 1898; first class. Through Howe truss; 80 ft. long; built in 1898; first class. Pin-connected truss; through; 164 ft. long; substructure built in 1898; stresses not excessive.

Bridge D7; Marshfield line; near Mound Junction; crossing Norway swamp; pile bridge; 1,337 ft. long; substructure built in 1888; very good condition.

Bridge D24; Marshfield line; pile approach; 2 spans; 28 ft. 6 in. long; built in 1898. Howe truss span; 100 ft. long; built in 1898. Pile approach; 5 spans; 75 ft. long; built in 1898; very good.

Bridge D38; Marshfield line; iron, pin-connected; 100 ft. long; built in 1891. Iron, pin-connected; 137 ft. long; built in 1891; stresses not excessive.

Bridge D39; Marshfield line; Wausau; crossing Wisconsin river; iron, pin-connected; 127 ft. long; superstructure built in 1891; substructure built in 1895. Iron, pin-connected; 142 ft. long; built in 1895; stresses not excessive.

Bridge D63; Marshfield line; crossing Big Rib river; pile approach; 3 spans; 36 ft. long; superstructure built in 1891; to be renewed. Howe truss; 1 span; 100 ft. long; built in 1891. Howe truss; 1 span; 100 ft. long; built in 1891. Pile approach; 2 spans; 32 ft. long; built in 1899; some repairs needed.

Bridge D131; Marshfield line; crossing Big Eau Plaine river; Howe truss, deck; 136 ft. long; approaches being filled in.

Bridge D154; Marshfield line; pile approach; 103 ft. long; built in 1891. Howe truss; 66 ft. long; built in 1891. Pile approach; 129 ft. long; built in 1891; being renewed.

BRIDGES INSPECTED ON MADISON DIVISION OF C. & N. W. RY.

Bridge 1005A; Cross line; in Milwaukee; crossing Kinnickinnic; pile approach; 56 ft. long; superstructure built in 1891; substructure built in 1881; needing repairs.

Bridge 100B; Cross line; in Milwaukee; crossing Kinnickinnic; through pin-connected iron draw; 176 ft. 6 in. long; built in 1884; to be reinforced.

Bridge Inspection.

Bridge 1005C; Cross line; in Milwaukee; crossing Kinnickinnic; pile approach; 40 ft. long; superstructure built in 1898; substructure built in 1891.

Bridge 1016; Cross line; pile bridge; 158 ft. long; superstructure built in 1893; substructure built in 1881; height 233 ft., 4-pile bents.

Bridge 1022½; Cross line; overhead highway bridge; 98 ft. long; built in 1894; renewal contemplated.

Bridge 1037; Cross line; overhead highway bridge; built in 1892.

Bridge 1041; Cross line; mile-post 9.2; overhead highway bridge; 89 ft. long; built in 1881; should be renewed.

Bridge 1071; Cross line; pony iron truss; 118 ft. long; superstructure built in 1881; too light for heavy engines.

Bridge 1087; Cross line; overhead highway bridge; 128 ft. long; superstructure built in 1895; substructure built in 1881; some repairs needed.

Bridge 1089; Cross line; overhead highway bridge; 110 ft. long; superstructure built in 1881; new guard rails needed.

Bridge 1095; Cross line; mile-post 20.7; overhead highway bridge; 88 ft. long; superstructure built in 1881; extensive repairs in 1896.

Bridge 1112; Cross line; mile-post 37.1; overhead highway bridge; 92 ft. long; superstructure built in 1891; very good bridge.

Bridge 1132; Cross line; mile-post 44.3; overhead highway bridge; 98 ft. long; repairs needed.

Bridge 1141; Cross line; mile-post 46.7; pile bridge; 121 ft. long; superstructure built in 1893; in good condition.

Bridge 1154; Cross line; Riv. iron truss, deck; 4 spans; 300 ft. long; superstructure built in 1900; first class.

Bridge 1154; Cross line; Riv. iron truss, deck; 1 span; 50 ft. long; superstructure built in 1900; first class.

Bridge 1158; Cross line; Riv. iron truss, deck; 4 spans; 300 ft. long; superstructure built in 1900; first class.

Bridge 1168; Cross line; mile-post 58.1; overhead highway bridge; 96 ft. long; built in 1881; very poor.

Bridge 1169; Cross line; mile-post 59.0; pile trestle; 869 ft. long; built in 1897; through swamp.

Bridge 1185; Cross line; mile-post 63.5; pile bridge; 95 ft. long; built in 1892; good order.

Bridge 1234; Cross line; mile-post 80.6; Riv. pony iron truss; 79 ft. 8 in. long; superstructure built in 1881; well preserved.

Bridge 1236; Cross line; pile bridge; built in 1892; piles not good.

Bridge 1240; Cross line; pile bridge; built in 1892; piles not good.

Bridge 1241; Cross line; trail culvert; 1 span; superstructure built in 1896; to be replaced by box.

Bridge 1243; Cross line; pile bridge; built in 1893.

Bridge 1245; Cross line; pile bridge; built in 1895; good condition.

Bridge 1247; Cross line; mile-post 88.5; pile bridge 2 spans; 31 ft. 6 in. long; built in 1891; partly rebuilt later.

Bridge 1250; Cross line; mile-post 90.3; pile bridge; 7 spans; 109 ft. 2 in. long; built in 1892; repairs needed.

Bridge 1253; Cross line; mile-post 91.1; pile bridge; 3 spans; 44 ft. 6 in. long; oak piles.

Bridge 1254; Cross line; mile-post 91.5; pile bridge (five-pile bent); 5 spans; 76 ft. long; built in 1898; a good bridge.

Bridge 1258; Cross line; mile-post 93.9; pile bridge (four-pile bent); 4 spans; 63 ft. 8 in. long; built in 1894; cedar piles; good.

Bridge 1264; Cross line; mile-post 95.9; pile bridge; 3 spans; 43 ft. 7 in. long; built in 1890; good at present.

Bridge Inspection.

Bridge 1266; Cross line; mile-post 97.5; pile bridge; 123 ft. long; built in 1899; repairs needed.

Bridge 1269; Cross line; mile-post 98.5; pile bridge; 110 ft. long; superstructure built in 1889; substructure built in 1880; repairs needed.

Bridge 1281; Cross line; mile-post 102.8; frame bridge; 78 ft. long built in 1888; some minor repairs needed.

Bridge 1283; Cross line; mile-post 103.1; stone box; superstructure built in 1880; efficient.

Bridge 1288; Cross line; mile-post 103.7; frame and pile; 125 ft. long; very good.

Bridge 1292; Cross line; mile-post 110.4; pile; 110 ft. long; built in 1899; first class.

Bridge 1297; Cross line; mile-post 106.5; wooden box; superstructure built in 1880; in good condition.

Bridge 1302; Cross line; mile-post 109.2; overhead highway bridge; 57 ft. long; built in 1880; poor; to be replaced.

Bridge 1309; Cross line; mile-post 110.3; frame bridge; 95 ft. long; repairs needed.

Bridge 1312; Cross line; mile-post 110.8; pile bridge; 76 ft. long; built in 1893; repairs needed.

Bridge 1313; Cross line; mile-post 111.0; frame bridge; 93 ft. long; built in 1892; repairs needed.

Bridge 1316; Cross line; mile-post 111.7; pile bridge; 93 ft. long; built in 1888; too be rebuilt in 1901.

Bridge 1317; Cross line; mile-post 113.2; pile bridge; 79 ft. long; poor.

Bridge 1326; Cross line; mile-post 116.2; frame bridge; 48 ft. long; built in 1889; good for another year.

Bridge 1327; Cross line; mile-post 117.4; stone culvert, frame top; 12 ft. long; to be replaced soon.

Bridge 1360; Cross line; mile-post 132.8; pile bridge; 76 ft. long; built in 1893; oak piles.

Bridge 1366; Cross line; mile-post 135.6; pile bridge; 45 ft. long; built in 1890; piles somewhat decayed.

Bridge 1372; Cross line; mile-post 139.9; pile bridge; 4 spans; 64 ft. long; built in 1892; in fair repair.

Bridge 1374; Cross line; mile-post 140.3; pile bridge; 107 ft. long; built in 1891; piles not first class.

Bridge 1375; Cross line; mile-post 141; pile bridge; 138 ft long; built in 1893; very good condition.

Bridge 1393; Galena line; mile-post 161; pile bridge; 79 ft. long; built in 1894; some poor piles.

Bridge 1397; Galena line; mile-post 163.4; crossing C. M. & St. P. R. R. (Mineral Point); frame bridge; 63 ft. long superstructure built in 1895; an iron bridge would be better.

Bridge 1616; Plattville line; mile-post 169.3; crossing over deep ravine; pile bridge; 518 ft. long; built in 1893; many of the piles badly rotted at the surface of ground.

Bridge 1433; Galena line; mile-post 175.8; pile bridge; 78 ft. long; to be replaced on account of high water.

Bridge 1442; Galena line; mile-post 177.5; pony Howe truss; 1 span; 66 ft. long; poor bridge.

Bridge 1443; Galena line; pony Howe truss; 1 span; 66 ft. long; poor bridge.

Bridge 1445; Galena line; mile-post 178.4; pony Howe truss; 1 span; 66 ft. long; to be replaced at once.

Bridge 1447; Galena line; mile-post 178.8; pony Howe truss; 1 span; 66 ft long; masonry of abutment poor.

Bridge Inspection.

Bridge 1453; Galena line; mile-post 180.5; pony Howe truss; 1 span; 66 ft. long; masonry of abutment poor.

Bridge 1460; Galena line; mile-post 181.2; combination span; 1 span; 124 ft. long; well preserved.

Bridge 707A; Main line; near Winona; through pin-connected truss; 1 span; two spans of this opening to be filled in and new bridge replaces old bridge over third span.

Bridge 707B; Main line; near Winona; through pin-connected truss; 1 span; two spans of this opening to be filled in and new bridge replaces old bridge over third span.

Bridge 707C; Main line; near Winona; through pin-connected truss; 1 span; two spans of this opening to be filled in and new bridge replaces old bridge over third span.

Bridge 705; Main line; pile bridge; 2 spans; 31 ft. long; superstructure built in 1888; substructure built in 1898.

Bridge 701; Main line; pile bridge; 2 spans; 28 ft. long; superstructure built in 1888; substructure built in 1898.

Bridge 696; Main line; near Marshland; pile bridge; 234 ft. long; superstructure built in 1893; to have new deck this year.

Bridge 695B; Main line; riveted pony truss; 1 span; 76 ft. long; superstructure built in 1880; reinforced in 1893.

Bridge 695A; Main line; pile bridge; 587 ft. long; superstructure built in 1896; substructure built in 1897; first class.

Bridge 694; Main line; pile bridge; built in 1889; in fair repair.

Bridge 693; Main line; through Howe truss; 1 span; 126 ft. long; superstructure built in 1900; good.

Bridge 684; Main line; near Trempealeau; pile bridge; 3 spans; 48 ft. long; built in 1891; new deck this year.

Bridge 680; Main line; pile bridge; 112 ft. long; built in 1893; first class.

Bridge 679; Main line; pile bridge; 107 ft. long; superstructure built in 1897; substructure built in 1889.

Bridge 678; Main line; pile bridge; 77 spans; 1,224 ft. long; in good repair.

Bridge 677; Main line; pile bridge; 248 ft. long; built in 1894; piles getting weak.

Bridge 673B; Main line; pile approach; 1,226 ft. long; superstructure built in 1898; substructure built in 1899; good condition.

Bridge 673A; Main line; riveted latticed truss; in good repair.

Bridge 652; Main line; pile bridge; 64 ft. long; built in 1894; first class.

Bridge 648; Main line; pile bridge; 113 ft. long; built in 1892; some repairs needed.

Bridge 640; Main line; pile bridge; 78 ft. long; built in 1892; out of vertical, driftwood.

Bridge 639; Main line; farm and road bridge; superstructure built in 1896; partly washed out.

Bridge 613¾; Main line; overhead highway bridge; 111 ft. long; built in 1894; all right.

Bridge 55; Main line; iron trestle, masonry piers; 13 spans; 416 ft. long; built in 1880; 68 ft. high, in good alignment.

Bridge 569; Main line; stone arch; superstructure built in 1879; in fair repair.

Bridge 557; Main line; Riv. pony truss on masonry; 1 span; superstructure built in 1892; substructure built in 1884; in good repair.

Bridge 495; Main line; pile bridge; Superstructure built in 1888; substructure built in 1872; needs attention.

Bridge 229; Main line; mile-post 66; overhead highway bridge; 120 ft. long; superstructure built in 1898; substructure built in 1882; entirely first class.

Bridge Inspection.

Bridge 226; Main line; mile-post 65; crossing nine-mile marsh; pile bridge; 46 ft. long; superstructure built in 1898; good.

Bridge 153; Main line; pile bridge; 97 ft. long; superstructure built in 1896; substructure built in 1886; good for a year.

Bridge 122A; Main line; pile approach; 47 ft. long; built in 1886. B. Plate girder on piles; 45 ft. long; built in 1886. C. pile approach; 62 ft. long; substructure built in 1886; to be repaired in coming season.

Bridge 98; Main line; crossing street in Janesville; plate girder on masonry; 58 ft. long; built in 1886.

Bridge 87; Main line; pile bridge; 192 ft. long; built in 1880.

Bridge 171; Evansville line; mile-post 34.7; pile bridge; 170 ft. long; built in 1893; first class.

Bridge 186; Evansville line; mile-post 40.3; overhead highway bridge; 75 ft. long; superstructure built in 1896; substructure built in 1885; first class.

Bridge 188; Evansville line; plate girder on masonry; 34 ft. long; superstructure built in 1900; substructure built in 1885; first class.

Bridge 190; Evansville line; near Evansville; overhead highway bridge; 48 ft. long; built in 1898; first class.

Bridge 803; Galesville line; pile bridge; built in 1894.

Bridge 804; Galesville line; pile bridge; 9 spans; 141 ft. long; built in 1895; very good.

Bridge 901A; La Crosse line; pile approach; superstructure built in 1898; substructure built in 1885. B. Through pony iron span; superstructure built in 1898; substructure built in 1885. C. Pile approach; superstructure built in 1898; substructure built in 1885; piles will need renewing soon; good iron truss.

Bridge 902; La Crosse line; pile bridge; 193 ft. long; superstructure built in 1896; substructure built in 1885; in fair repair.

Bridge 903; La Crosse line; pile bridge; 63 ft. long; superstructure built in 1892; substructure built in 1885; in fair repair.

BRIDGES INSPECTED ON THE GALENA DIVISION OF THE C. & N. W. RY.

Bridge 719; Fox River line; overhead highway bridges, wood, a truss span, pile approaches; length of span 36 ft. 8 in.; 156 ft. long; built in 1885; lower chord members of truss rotted at center; bridge not safe.

Bridge 721; Fox River line; at Lake Geneva; pile bridge; 29 spans; 454 ft. long; built in 1896; in good condition.

BRIDGES INSPECTED ON PENINSULAR DIVISION OF C. & N. W. RY.

Bridge 79; Escanaba line; at Peshtigo; crossing Peshtigo river; latticed-trussed bridge, through; 1 span; 127 ft. long. Latticed trussed bridge, through; 1 span; 99 ft. long. Latticed-trussed bridge, through; 1 span; 127 ft. long; floor system very light; reinforcement needed.

Bridge 70; Escanaba line; mile-post 36 from Green Bay; pile trestle; 5 spans; 80 ft. long; superstructure built in 1895; substructure built in 1880; not first class.

Bridge 57; Escanaba line; mile-post 28; crossing Oconto river; approach pile; 10 ft. long; superstructure built in 1896; substructure built in 1880; in fair condition. Combination truss; 54 ft. long; superstructure built in 1896; substructure built in 1880; to be replaced. Bowstring draw; 112 ft. 6 in. long; superstructure built in 1889; substructure built in 1879; timbers are sound. Pile approach; 88 ft. long; superstructure built in 1889; substructure built in 1879; very poor shape.

Bridge Inspection.

Bridge 49; Escanaba line; pile approach; 21 ft. long; superstructure built in 1895; substructure built in 1880. Combination truss; 54 ft. long; built in 1880. Combination truss; 54 ft. long; built in 1880. Pile approach; 64 ft. long; superstructure built in 1895; substructure built in 1880; approaches need renewing; new floors in 1895.

Bridge 29; Escanaba line; pile trestle; 5 spans; 80 ft. long; superstructure built in 1894; substructure built in 1880; in fair condition only.

Bridge 27; Escanaba line; approach, pile; 7 spans; 98 ft. long; superstructure built in 1897; substructure built in 1883; needs renewal. Howe truss, pony; 2 spans; 128 ft. long; built in 1880; to be replaced by girder. Approach, pile; 3 spans; 38 ft. long; superstructure built in 1897; substructure built in 1880; needs renewal.

Bridge 14; Escanaba line; iron girder; 35 ft. 6 in. long; built in 1897; very good. Pile trestle; 42 ft. long; superstructure built in 1897; substructure built in 1880; not first class. Pile trestle; 185 ft. 6 in. long; superstructure built in 1896; substructure built in 1880; not first class. Combination truss; 54 ft. long; superstructure built in 1896; substructure built in 1880; to be replaced. Pile trestle; 141 ft. long.

Bridge 4; Escanaba line; near Green Bay; crossing over Duck creek; pile approach; 2 spans; 32 ft. long; superstructure built in 1894; substructure built in 1880; in fair condition only. Howe truss, draw, pony; 1 span; 112 ft. 10 in. long; built in 1879; timbers sound. Pile approach; 4 spans; 64 ft. long; superstructure built in 1894; substructure built in 1880; not first-class.

BRIDGES INSPECTED ON WISCONSIN DIVISION OF C., ST. P., M. & O. RY.

Bridge 1; Main line; in Elroy; iron girder; 108 ft. long; built in 1894; very good.

Bridge 3; Main line; 1 mile west of Elroy; pile bridge; 5 spans; 80 ft. long; built in 1895; in good condition.

Bridge 21; Main line; near Tunnel siding; through plank girder; 54 ft. superstructure built in 1897; first class.

Bridge 31; Main line; near Hustler; pile bridge; 4 spans; 61 ft. long; built in 1891; in fair condition.

Bridge 58; Main line; Valley Jc.; crossing C., M. & St. P.; pile bridge; 7 spans; 98 ft. long; superstructure built in 1899; substructure built in 1890; good bridge.

Bridge 81; Main line; near Rugg; pile bridge; 70 ft. long; superstructure built in 1894; substructure built in 1883; good bridge.

Bridge 87; Main line; near Millston; plate girder on masonry; 54 ft. long; superstructure built in 1897; good bridge.

Bridge 88; Main line; at Millston; plate girder on masonry; 50 ft. long; superstructure built in 1897; good bridge.

Bridge 112; Main line; Black river; iron latticed truss; 100 ft. long; superstructure built in 1885. Iron latticed truss; 181 ft. long; superstructure built in 1892. Iron latticed truss; 147 ft. long; superstructure built in 1892. Iron latticed truss; 60 ft. long; superstructure built in 1885; very good bridge.

Bridge 149; Main line; near Merrill; iron latticed truss; 90 ft. long; superstructure built in 1885; new floor system 1899.

Bridge 170; Main line; 5 miles south of Fairchild; pile bridge; 78 ft. long; built in 1894; very good repair.

Bridge 175; Main line; pile bridge; 4 spans; 62 ft. long; superstructure built in 1895; very good repair.

Bridge 193; Main line; near Fairchild; deck plate girder; 50 ft. long superstructure built in 1899; good.

Bridge Inspection.

Bridge 195; Main line; deck plate girder; 60 ft. long; superstructure built in 1895; good.

Bridge 224; Main line; near Augusta; pile bridge; 6 spans; 93 ft. long; built in 1886; to be rebuilt next year.

Bridge 229; Main line; pile bridge; 3 spans; 40 ft. long; superstructure built in 1895; substructure built in 1884; very good.

Bridge 251; Main line; Fall Creek; through iron girder; 90 ft. long; superstructure built in 1898; very good.

Bridge 267; Main line; crossing Eau Claire; riveted deck span; 80 ft. long; superstructure built in 1898. Riveted deck span; 157 ft. long; superstructure built in 1898. Riveted deck span; 157 ft. long; superstructure built in 1898. Riveted deck span; 80 ft. long; superstructure built in 1898; good bridge.

Bridge 272; Main line; Eau Claire; street crossing; pile bridge; superstructure built in 1899; in good condition.

Bridge 273; Main line; Eau Claire; crossing Chippewa river; latticed iron truss deck; 1 span; 80 ft. long; built in 1881. Latticed iron truss deck; 4 spans; 720 ft. long; built in 1881. Latticed iron truss deck; 1 span; 80 ft. long; built in 1881; very good bridge.

Bridge 279; Main line; pile bridge; 54 ft. long; built in 1887; poor bridge.

Bridge 283; Main line; iron latticed deck girder; 80 ft. long; built in 1887; reinforced in 1900.

Bridge 318; Main line; iron pin-connected, deck; 40 ft. 6 in.; superstructure built in 1897. Iron pin-connected, deck; 164 ft.; superstructure built in 1897. Iron pin-connected, deck; 60 ft. 10 in. long; superstructure built in 1897; very good bridge.

Bridge 329; Main line; pile bridge; 5 spans; 79 ft. long; built in 1891; poor bridge.

Bridge 345; Main line; pile bridge; 8 spans; 126 ft. long; built in 1890; poor bridge.

Bridge 352; Main line; iron latticed truss; 100 ft. long; superstructure built in 1885.

Bridge 356A; Main line; overhead highway bridge; 144 ft. superstructure built in 1899; in good repair.

Bridge 356B; Main line; overhead highway bridge; 200 ft. long; superstructure built in 1899; in good repair.

Bridge 391; Main line; pile culvert; 1 span; 14 ft. long; substructure built in 1885; to be replaced.

Bridge 408½; Main line; Hudson; crossing street in Hudson; plate girder, deck; 32 ft. 6 in.; in fair condition.

Bridge 414; Main line; Hudson; crossing St. Croix river; riveted latticed spans; 10 spans; 840 ft. long; superstructure built in 1898; substructure built in 1882; first class. Riveted latticed spans; 1 span; 157 ft. long; built in 1882; in good repair. Riveted latticed spans, draw; 1 span; 320 ft. long; built in 1881; in good repair.

Bridge 3; Menominee line; Menominee; crossing mill pond; pile and trestle bridge; 195 ft. long; built in 1896; in fair condition.

Bridge 5; Menominee line; Menominee; crossing Red Cedar river; pile approach; 27 spans; 406 ft. long; built in 1893. Howe truss; 2 spans; 290 ft. long; built in 1893; very fair condition.

Bridge 1; Ellsworth line; Hudson; riveted iron truss; 56 ft. long; supported by pile bents.

Bridge 6; Ellsworth line; pile bridge; 44 ft. long; built in 1891; to be rebuilt.

Bridge 8½; Ellsworth line; pile bridge; 56 ft. long; built in 1891; in fair repair.

Bridge 11; Ellsworth line; pile bridge; 90 ft. long; built in 1890; repair next year.

Bridge Inspection.

Bridge 16; Ellsworth line; crossing Kinnickinnic river; pile bridge; 338 ft. long; built in 1894; top needs repair.

Bridge 21; Ellsworth line; River Falls; Howe truss, through; 120 ft. long; built in 1896; very good.

Bridge 42; Ellsworth line; pile bridge; 142 ft. long; built in 1893; very good.

Bridge 57; Ellsworth line; Beldenville; pile bridge; 62 spans; 1,204 ft. long; built in 1894; in fair condition.

Bridge 59; Ellsworth line; pile bridge; 334 ft. long; built in 1895; very good.

Bridge 43; Mondovi line; Osseo; pile bridge; 110 ft. long; built in 1896; in good repair.

Bridge 45; Mondovi line; Osseo; pile bridge; 78 ft. 7 in. built in 1896; in good repair.

Bridge 64; Mondovi line; pile bridge; 62 ft. long; built in 1891; in good repair.

Bridge 70; Mondovi line; pile bridge; 78 ft. long; superstructure built in 1898; substructure built in 1897; very fair condition.

Bridge 73; Mondovi line; crossing Beef creek; pile bridge; 318 ft. long; fair condition.

Bridge 91; Mondovi line; pile bridge; 3 spans; 46 ft. long; built in 1899; very good.

Bridge 2; Marshfield line; Merrillon Jc.; east approach; 2 spans; 29 ft. long; superstructure built in 1898; substructure built in 1880. Howe truss span; 100 ft. long; superstructure built in 1898. West approach; 2 spans; 28 ft. long; built in 1898; very good.

Bridge 25; Marshfield line; Columbia; east approach; 72 ft. long; built in 1893. Howe truss; 60 ft. long; built in 1893. West approach; 41 ft. long; built in 1893; very good.

Bridge 43; Marshfield line; Neilsville; crossing Black river; east approach; 294 ft. long; built in 1899. Howe truss; 160 ft. long; built in 1887. Howe truss; 140 ft. long; built in 1887. West approach; 57 ft. long; built in 1898; very good repair.

Bridge 84; Marshfield line; Granton; pile bridge; 15 spans; 240 ft. long; built in 1890; some small repairs needed.

Bridge 105; Marshfield line; Cedarhurst; pile bridge; 302 ft. long; built in 1890.

Bridge 112; Marshfield line; pile approach; 112 ft. long. Howe truss; 120 ft. long. pile approach; 112 ft. long; false work now in for new iron bridge.

Bridge 117; Marshfield line; pile approach; 96 ft. long; built in 1890. Howe truss; 80 ft. long; built in 1890. pile approach; 96 ft. long; built in 1890; in fair repair.

BRIDGES INSPECTED ON THE NORTHERN DIVISION OF THE C. ST. P. M. & O. RY.

Bridge 12; North line; Boardman; pile bridge; 219 ft. long; built in 1890; very good.

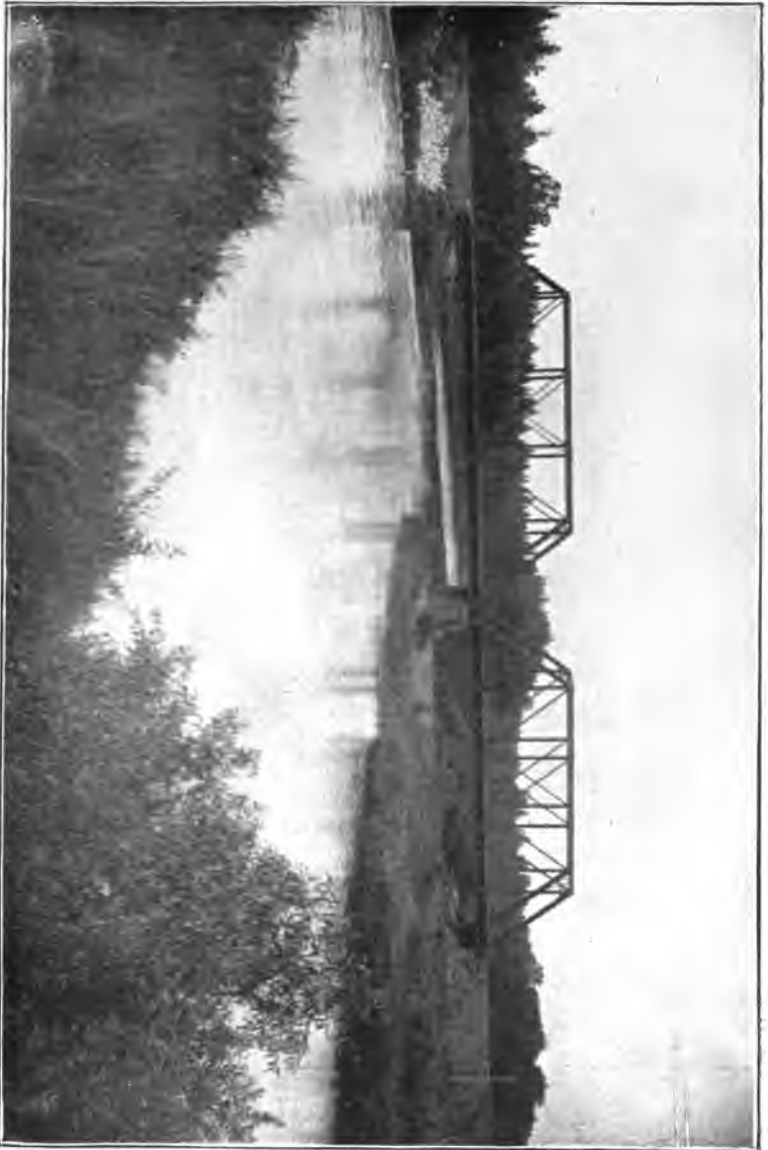
Bridge 32; North line; 3 miles north of Deer Park; pile bridge; 80 ft. long; built in 1897; very good.

Bridge 48; North line; pile bridge; 232 ft. long; built in 1898; well braced.

Bridge 123; North line; Cumberland; pile bridge; 252 ft. long; built in 1898; good bridge.

Bridge 127; North line; pile approach, iron deck span, pile approach; 272 ft. long; built in 1890; in good repair.

Bridge 150; North line; Granite Lake; pile bridge; 475 ft. long; built in 1898; first class.



WISCONSIN CENTRAL RAILWAY.—NO. 772. OVER RED CEDAR RIVER NEAR COLFAX.

Bridge Inspection.

- Bridge 172; North line; pile bridge; 160 ft. long; built in 1898; first class.
- Bridge 224; North line; trestle on piles; 285 ft. long; built in 1897; first class.
- Bridge 236; North line; pile bridge; 796 ft. long; superstructure built in 1897; substructure 1895; very good.
- Bridge 240; pile approach; 127 ft. long. Deck girder; 64 ft. long; built in 1888; very fair condition.
- Bridge 263; North line; Stinette; through iron span; 150 ft. long; built in 1892; very good.
- Bridge 278; North line; pile approach; 104 ft. long; built in 1892. Through iron span; 150 ft. long; built in 1892. Pile approach; 91 ft. long; built in 1892.
- Bridge 280; North line; crossing Rogers creek; pile approach; 110 ft.; built in 1891. Through plate girder; 64 ft. long; built in 1891.
- Bridge 283; North line; near Phipps; pile bridge; 608 ft. long; built in 1891; very good.
- Bridge 294; North line; pile bridge; 179 ft. long; built in 1892; very good.
- Bridge 302; North line; pile approach; 80 ft. long; built in 1900; first class. Deck iron span; 100 ft. long; built in 1890. Pile approach; 95 ft. long; built in 1899; first class.
- Bridge 322; North line; near Drummond; pile approach; 224 ft. long; built in 1899; good bridge. Through girder; 60 ft. long; built in 1892. Pile approach; 64 ft. long; built in 1899; good bridge.
- Bridge 328; North line; pile bridge; 178 ft. long; built in 1892; very good.
- Bridge 336; North line; pile bridge; 184 ft. long; superstructure built in 1899; substructure built in 1894; very good.
- Bridge No. 349; North line; at Sweden; pile bridge; 188 ft. long; built in 1894; in good shape.
- Bridge 359; North line; near Pratt; deck iron bridge; 540 ft. long; built in 1891.
- Bridge 363; North line; near Pratt; deck iron bridge; 117 ft. long; built in 1892.
- Bridge 373; North line; near Bibbon; pile and trestles on piles; 202 ft. long; built in 1892; first class.
- Bridge 384; North line; crossing Duluth & South Shore; through plate girder; very good.
- Bridge 380; North line; at Mason; crossing White river; pile bridge, iron truss, pile and frame bents; 743 ft. long; built in 1894; in fair condition.
- Bridge 399; North line; at Benoit; pile bridge; 348 ft. long; built in 1893; very good.
- Bridge 400; North line; near Benoit; pile bridge; 509 ft. long; built in 1894; not first class.
- Bridge 419; North line; deck iron bridge; 240 ft. long; built in 1891.
- Bridge 440; North line; near Ashland Junction; through iron span; 1 span; 126 ft. long; built in 1893.
- Bridge 458; North line; near Nash; pile bridge; 351 ft. long; built in 1893; very good.
- Bridge 464; North line; pile bridge; 877 ft. long; very good.
- Bridge 537; North line; Pike's Quarry; trestle, wood; 105 ft. long; built in 1895; well braced.
- Bridge 568; North line; Bayfield; pile bridge; 245 ft. long; built in 1895; in good condition.
- Bridge 4; Ashland line; pile bridge; 249 ft. long; built in 1895; very good.
- Bridge 19; Ashland line; pile bridge; 191 ft. long; built in 1890; tolerably good bridge.
- Bridge 24; Ashland line; pile bridge; 124 ft. long; built in 1890; tolerably good bridge.

Bridge Inspection.

Bridge 24a; Ashland line; Ashland; crossing street; pile approach; 3 spans; 37 ft. long; superstructure built in 1896. Through iron span; 1 span; 62 ft. long; superstructure built in 1896; first class. Pile approach; 4 spans; 64 ft. long; superstructure built in 1896.

Bridge —; Eau Claire line; Eau Claire; crossing Eddy street; overhead highway bridge; poor bridge.

Bridge 5; Eau Claire line; pile bridge; 63 ft. long; built in 1893; in fair repair.

Bridge 14; Eau Claire line; Chippewa Falls; crossing Chippewa river; iron spans; 5 spans; 690 ft. long; built in 1891. Iron spans; 1 span; 140 ft. long; built in 1891. Pile approach; 240 ft. long; built in 1897; very good.

Bridge 28; Eau Claire line; pile approach; 121 ft. long; built in 1890; poor. Latticed truss; 72 ft. long; superstructure built in 1890. Pile approach; 33 ft. long; built in 1890; poor.

Bridge 51; Eau Claire line; near Bloomer; pile approach; 126 ft. long; built in 1892; very good. Iron, through plate girder; 53 ft. long; built in 1894; new floor system.

Bridge 78; Eau Claire line; near Chetek; crossing Chetek river; pile approach; 94 ft. long; built in 1891; in fair repair. Iron deck girder; 64 ft. long; built in 1892. Pile approach; 185 ft. long; built in 1891.

Bridge 92; Eau Claire line; crossing R. L. D. & M. Ry.; pile bridge; 168 ft. long; built in 1891; not in first class order.

Bridge 98; Eau Claire line; crossing Cedar river; through iron bridge; 238 ft. long; built in 1893.

Bridge 106; Eau Claire line; crossing Bear creek; pile approach; 79 ft. long; built in 1893; good bridge. Iron span; 126 ft. long; superstructure built in 1893. Pile approach; 26 ft. long; built in 1893; very good.

Bridge 113; Eau Claire line; near Haugen; pile approach; 110 ft. long; built in 1893. Iron bridge; 92 ft. long; built in 1893.

Bridge 114; Eau Claire line; at Haugen; crossing Bear creek; pile approach; 106 ft. long; superstructure built in 1893. Through latticed iron span; 114 ft. long; superstructure built in 1893. Pile approach; 157 ft. long; superstructure built in 1893.

Bridge 132; Eau Claire line; near Bashaw; pile bridge; 122 ft. long; built in 1893; good repair.

Bridge 1; Superior line; crossing Namakagon river; pile approach; 5 spans; 80 ft. long; built in 1898; very good. Deck iron span; 1 span; 150 ft. long; superstructure built in 1892. Pile approach; 140 ft. long; superstructure built in 1891; poor.

Bridge 39; Superior line; near Minong; crossing Totalatogec river; through iron latticed span; 126 ft. long; built in 1893.

Bridge 49; Superior line; at Gorden; pile approach; 450 ft. long; renewal in progress. Through iron span; 150 ft. long; built in 1891. Pile approach; 80 ft. long; built in 1898.

Bridge 61; Superior line; near Solon Spring; pile bridge; 295 ft. long; built in 1892; to be replaced by arch.

Bridge 62; Superior line; pile bridge; 272 ft. long; built in 1893; very fair condition.

Bridge 67; Superior line; near Sacontri; pile bridge; 133 ft. long; built in 1894; in fair condition.

Bridge 99; Superior line; deck iron girder; 3 spans; 160 ft. long; built in 1894.

Bridge 100; Superior line; Rock Mount; pile bridge; 84 ft. long; built in 1890; in good repair.

Bridge 146; Superior line; Itasca; pile bridge; 226 ft. long; built in 1894; not up to standard.

Bridge Inspection.

Bridge 147; Superior line; pile bridge; 298 ft. long; built in 1893; repairs needed.

Bridge 147a; Superior line; pile bridge; 298 ft. long; built in 1894; very good.

Bridge 150; Superior line; pile and trestle; 541 ft. long; superstructure built in 1897; very good.

Bridge 151; Superior line; crossing Nemadji river; pile approach; 70 ft. long; built in 1898; very good. Through riveted iron draw; 226 ft. long; built in 1884; new floor system. Trestle on piles; 2,030 ft. long; built in 1900; first class.

Bridge 157; Superior line; crossing over street; pile approach; superstructure built in 1898; very good. Iron girder, 50 ft. Pile approach; superstructure built in 1900; first class. Entire length 466 ft.

Bridge 159; Superior line; near West Superior; pile bridge; 191 ft. long; built in 1895; good bridge.

BRIDGES INSPECTED ON THE PRAIRIE DU CHIEN DIVISION OF THE C., M. & ST. P. RY.

Bridge 10; Main line; at Milwaukee; crossing Menominee river; plate girder; 3 spans; 200 ft. long; first class.

Bridge 12; Main line; at Milwaukee; crossing Blue Mound road; viaduct; very good at present.

Bridge 22; Main line; Wauwatosa; crossing Menominee river; pin-connected through truss; 115 ft. 10 in. long; superstructure built in 1885.

Bridge 28; Main line; Kenyon; crossing Menominee river; pin-connected through truss; superstructure built in 1885.

Bridge 68½; Main line; near Eagle; overhead highway bridge; 74 ft. long; built in 1888; in good condition.

Bridge 92; Main line; near Whitewater; pile bridge; 111 ft. long; superstructure built in 1895; substructure built in 1884; in fair condition.

Bridge 140; Main line; near Edgerton; crossing Rock river; through iron girder; 8 spans; 600 ft. long; superstructure built in 1885; in good repair.

Bridge 162; Main line; crossing Cat-fish creek; pile bridge; 7 spans; 107 ft. long; superstructure built in 1893; substructure built in 1884; in fair repair.

Bridge 170; Main line; crossing in a swamp; pile bridge; 15 spans; 178 ft. long; superstructure built in 1898; substructure built in 1887; very good.

Bridge 190; Main line; crossing Lake Monona; pile bridge; 16 spans; 108 ft. long; built in 1891; very good repair.

Bridge 192; Main line; Madison; crossing Lake Monona; pile bridge; 7 spans; 160 ft. long; superstructure built in 1896; substructure built in 1886; very good repair.

Bridge 214; Main line; mile-post 111; pile bridge; 4 spans; 58 ft. long; built in 1891; fair condition only.

Bridge 216; Main line; crossing Black Earth creek; Howe truss bridge; 1 span; 67 ft. long; built in 1883; in fair repair.

Bridge 218; Main line; mile-post 112; pile bridge; 4 spans; 64 ft. long; built in 1899; good.

Bridge 230; Main line; crossing Black Earth creek; Howe truss, pony; 1 span; 67 ft. 6 in. long; built in 1883; in fair repair.

Bridge 236; Main line; crossing Black Earth creek; Howe truss, through; 1 span; 120 ft. long; built in 1883; poor.

Bridge 238; Main line; Howe truss, through; 1 span; 108 ft. long; built in 1883; poor.

Bridge 244; Main line; near Arena; through iron bridge; 1 span; 68 ft. long; superstructure built in 1886.

Bridge Inspection.

Bridge 250; Main line; Howe truss, pony; 1 span; 20 ft. 5 in. long; built in 1884; in good condition.

Bridge 256; Main line; near Spring Green; crossing Wisconsin river; pile approach; 1 span; 94 ft. long; built in 1890; needs repairing. Pin-connected, through; 1 span; 105 ft. long; built in 1886. Hows truss, pony; 2 spans; 134 ft. 8 in. long; built in 1884; poor. Pin-connected, through; 1 span; 102 ft. 8 in. long; built in 1886. Pin-connected, through; 2 spans; 210 ft. 6 in. long; built in 1886. Steel draw bridge; 205 ft. long; superstructure built in 1899. Iron truss; 105 ft. 3 in. long; built in 1886. Iron truss; 122 ft. 5 in. long; built in 1886. Pile approach; 913 ft. long; built in 1897; good.

Bridge 260; Main line; Lone Rock; crossing Wisconsin river; pile approach; 7 spans; 82 ft. long; superstructure built in 1890; substructure built in 1883; very good. Pin-connected iron truss; 1 span; 105 ft. 4 in. long; built in 1886. Pin-connected iron truss; 1 span; 102 ft. 8 in. long; built in 1886. Plate girder, draw; 135 ft. long; superstructure built in 1898. Pin-connected iron truss; 1 span; 102 ft. 8 in. long; built in 1886. Pin-connected iron truss; 4 spans; 421 ft. 4 in. long; built in 1886. Pile approach; 16 spans; 460 ft. long; built in 1896; very good.

Bridge 272½; Main line; Iron girder culvert; 12 ft. long; superstructure built in 1900; first class.

Bridge 284; Main line; pile bridge; 108 ft. long; superstructure built in 1896; substructure built in 1887.

Bridge 310; Main line; Woodman; crossing Wisconsin river; pile approach; 62 ft. long; built in 1897. Pin-connected iron, through; 129 ft. 10 in. long; built in 1885. Iron girder, draw; 135 ft. long; superstructure built in 1895. Through iron truss, pin; 101 ft. 8 in. long; built in 1885. Through iron truss, pin; 129 ft. 10 in. long; built in 1885.

Bridge 312; Main line; pile bridge; 26 spans; 401 ft. long; superstructure built in 1897; substructure built in 1887; in good condition.

Bridge 314; Main line; crossing Wisconsin river; pile approach; 7½ ft. long; built in 1891; very good. Pin-connected iron truss; 3 spans; 311 ft. long; built in 1885. Pin-connected iron truss; 1 span; 105 ft. 10 in. long; built in 1885. West approach, pile; 79 ft. 6 in. long; built in 1891; poor.

Bridge 316; Main line; pile bridge; 1,119 ft. long; superstructure built in 1897; substructure built in 1887; some poor piles.

Bridge 318; Main line; near Wauzeka; pile approach; 248 ft. long; superstructure built in 1890; substructure built in 1888; repairs needed. Howe truss, through; 111 ft. long; superstructure built in 1884; in good repair. Pile approach; 31 ft. 6 in. long; built in 1890; repairs needed.

Bridge 378; Main line; Prairie Du Chien; crossing Mississippi river; pile approach; 849 ft. long; built in 1898. Iron girder; 36 ft. long; built in 1898. Iron girder; 41 ft. 6 in. long; built in 1898. Pontoon bridge; 409 ft. long; built in 1898. Iron girder; 41 ft. 6 in. long; built in 1898. Iron girder; 36 ft. long; built in 1898. Pile approach; 817 ft. long; built in 1898. Entire bridge is first class in all respects.

Bridge 400; Prairie du Sac line; Howe truss; 86 ft. long; built in 1883; poor.

Bridge 428; Prairie du Sac line; Prairie du Sac; crossing Wisconsin river; pile approach; 95 spans; 1,464 ft. long; built in 1890; partly filled, poor. Howe truss; 3 spans; 309 ft. long; built in 1893; very good. Pile bridge; 40 spans; 611 ft. long; built in 1890; poor, to be renewed. Howe truss; 103 ft. long; built in 1893; in fair condition. Wood draw span; 191 ft. long; built in 1893; poor. Howe truss; 114 ft. long; built in 1893; very good.

Bridge 510; Richland Center line; crossing in swamp; pile bridge; 26 spans; 409 ft. long; built in 1889; very poor.

Bridge 512; Richland Center line; crossing Bear creek; pile bridge; 187 ft. long; superstructure built in 1894; substructure built in 1883; piles poor.

Bridge Inspection.

Bridge 522; Richland Center line; pile bridge; 203 ft. long; built in 1891; very good repair.

Bridge 544; Richland Center line; at Richland Center; pile bridge; 14 spans; 218 ft. long; built in 1899; very good.

BRIDGES INSPECTED ON MINERAL POINT DIVISION OF C., M. & ST. P. RY

Bridge 14; Main line; Janesville; crossing Bluff St.; girder span; 1 span; 66 ft. long; superstructure built in 1890; substructure built in 1883.

Bridge 16; Main line; Janesville; crossing Main St.; girder span; 1 span; 66 ft. long; superstructure built in 1890; substructure built in 1883.

Bridge 18; Main line; Janesville; crossing Rock river; pin-connected deck; 3 spans; 366 ft. long; superstructure built in 1883.

Bridge 20; Main line; Janesville; crossing River St.; latticed deck span; 44 ft. long.

Bridge 22; Main line; Janesville; crossing Franklin St.; iron girders; 2 spans; 58 ft. 4 in. long; built in 1883.

Bridge 28; Main line; iron trestle; 96 ft. 3 in. long; superstructure built in 1894.

Bridge 52; Main line; Hanover Junction; pile bridge; 188 ft. long; built in 1888; poor bridge.

Bridge 82; Main line; near Brodhead; pile bridge; 125 ft. long; built in 1888.

Bridge 84; Main line; crossing Sugar creek; pile approach; 61 ft. long; built in 1895; repairs needed. Howe truss; 108 ft. long; built in 1884. Pile approach; 125 ft. long; built in 1895.

Bridge 90; Main line; pile bridge; 281 ft. long; built in 1888; in bad condition.

Bridge 39; Main line; stone arch, 32 ft.; superstructure built in 1869; very good.

Bridge 136; Main line; near Monroe; overhead highway bridge; 197 ft. long; built in 1893; good order.

Bridge 140; Main line; at Monroe; overhead highway bridge; 80 ft. 4 in. long; built in 1897.

Bridge 144; Main line; crossing Illinois Central Ry.; through iron girder; 44 ft. long; built in 1888; floor needs to be renewed.

Bridge 146; Main line; frame bents on masonry; 14 spans; 248 ft. long; built in 1890; very bad condition.

Bridge 150; Main line; overhead highway bridge; 57 ft. 4 in. long; built in 1881; repairs needed.

Bridge 182; Main line; crossing Pecatonica river; two iron trusses; 212 ft. long; built in 1888.

Bridge 204; Main line; crossing Spafford's creek; pile approach; 2 spans; 28 ft. long; built in 1891. Howe truss, deck; 1 span; 66 ft. 10 in. long; built in 1891. Pile approach; 2 spans; 29 ft. long; built in 1891. In fair repair.

Bridge 206; Main line; near South Wayne; overhead highway bridge; 86 ft. long; built in 1894.

Bridge 282; Main line; crossing Pecatonica river; Howe truss bridge; 147 ft. long; superstructure built in 1891; substructure built in 1881; repairs needed.

Bridge 234; Main line; Howe truss bridge; 2 spans; 167 ft. long; superstructure built in 1891; repairs needed.

Bridge 260; Main line; near Gratiot; Howe truss bridge; 87 ft. long; superstructure built in 1894; in fair condition.

Bridge 264; Main line; near Gratiot; Howe truss bridge, pony; 67 ft. 6 in. long; built in 1892; in good repair.

Bridge 270; Main line; near Gratiot; crossing Pecatonica river; Howe truss

Bridge Inspection.

bridge, through, 108 ft. 3 in. long; superstructure built in 1894; substructure built in 1883; in fair condition.

Bridge 472; Main line; crossing Pecatonica river; Howe truss, through; 2 spans; 168 ft. long; built in 1893; in fair condition.

Bridge 274; Main line; Pecatonica river; Howe truss, pony; 2 spans; 152 ft. 6 in. long; superstructure built in 1893; substructure built in 1883; very good shape.

Bridge 282; Main line; crossing Pecatonica river; Howe truss, pony; 2 spans; 107 ft. long; superstructure built in 1894; substructure built in 1856; in fair condition.

Bridge 284; Main line; crossing Pecatonica river; Howe truss, pony; 2 spans; 136 ft. long; superstructure built in 1893; substructure built in 1883; in fair condition.

Bridge 810; New Glaris line; near Albany; crossing Sugar creek; pile bridge; 22 spans; 350 ft. long; built in 1897; first class.

Bridge 618; Shullsburg line; pile bridge; 57 ft. long; superstructure built in 1891; substructure built in 1888; repairs needed.

Bridge 628; Shullsburg line; pile bridge; 114 ft. long; superstructure built in 1894; substructure built in 1883; poor bridge.

Bridge 404; Platteville line; crossing Pecatonica river; Howe truss, pony; 2 spans; 112 ft. 6 in. long; superstructure built in 1893; substructure built in 1869; in fair condition.

Bridge 410; Platteville line; Howe truss, pony; 73 ft. 10 in. long; superstructure built in 1893; in fair condition.

Bridge 420; Platteville line; Howe truss, pony; 63 ft. 4 in. long; superstructure built in 1893; substructure built in 1882; poor.

Bridge 428; Platteville line; Howe truss, pony; 42 ft. long; superstructure built in 1892; substructure built in 1869; poor.

Bridge 430; Platteville line; Howe truss, pony; 58 ft. long; superstructure built in 1891; substructure built in 1882; poor.

Bridge 436; Platteville line; Howe truss, pony; 48 ft. long; superstructure built in 1891; substructure built in 1869; repairs needed.

Bridge 438; Platteville line; Howe truss, pony; 48 ft. long; superstructure built in 1891; substructure built in 1869; poor bridge.

Bridge 450; Platteville line; Howe truss, pony; 58 ft. long; superstructure built in 1892; substructure built in 1882; in fair condition.

Bridge 460; Platteville line; Iron girder; 45 ft. long; superstructure built in 1895; in fair condition.

Bridge 478; Platteville line; Howe truss, pony; 58 ft. long; superstructure built in 1891; substructure built in 1883; repairs needed.

Bridge 528; Platteville line; crossing C. & N. W. Ry.; overhead railway bridge; should be replaced by iron girder.

Bridge 530; Platteville line; overhead highway bridge; 53 ft. 6 in. long; built in 1897; in fair condition.

BRIDGES INSPECTED ON LA CROSSE DIVISION OF C., M. & ST. P. RY.

Bridge 8; Main line; near Soldiers' Home; overhead highway bridge; 100 ft. long; built in 1887; in fair condition.

Bridge 12¾; Main line; crossing Moler Co.; overhead bridge; 134 ft. long; superstructure built in 1894; in good repair.

Bridge 16½; Main line; overhead highway bridge; 98 ft. long; built in 1898, good bridge.

Bridge 18; Main line; Elm Grove; plate girder on concrete; built in 1900; first class.

Bridge Inspection.

Bridge 52; Main line; rail-top culvert (8 ft. by 5 ft.); superstructure built in 1900; first class.

Bridge 64; Main line; deck plate girder; 60 ft. long; built in 1899; concrete reinforcements.

Bridge 66; Main line; Gifford; crossing Oconomowoc river; plate girder; 155 ft. long; built in 1899; concrete reinforcement.

Bridge 68½; Main line; overhead highway bridge; built in 1899; entirely first class.

Bridge 70; Main line; crossing Rock river; plate girder; 65 ft. long; substructure built in 1900. Plate girder; 2 spans; 124 ft. long; substructure built in 1900. Plate girder; 2 spans; 43 ft. 6 in. long; substructure built in 1900. Abutments raised 7½ feet account of change in grade.

Bridge 76½; Main line; west of Ixonia; overhead highway bridge; 108 ft. long; substructure built in 1899; good bridge.

Bridge 80; Main line; crossing Rock river; plate girder; 6 spans; 325 ft. long; superstructure built in 1884; substructure built in 1866.

Bridge 82; Main line; rail-top culvert (12 ft. by 6 ft.); superstructure built in 1900; first class.

Bridge 92; Main line; pin-connected truss; 2 spans; 148 ft. long; superstructure built in 1884; substructure built in 1866. Pin-connected truss; 2 spans; 177 ft. 8 in. long; built in 1884.

Bridge 106; Main line; mile-stone 517; pile approach; 1 span; 16 ft. long; built in 1899; first class. Iron girders; 2 spans; 100 ft. long; built in 1899; first class. Pile approach; 4 spans; 59 ft. long; built in 1899; first class.

Bridge 220; Main line; Portage; crossing Fox river; iron girder, draw; 115 ft. 9 in. long; built in 1888; good bridge.

Bridge 250; Main line; Kilbourne; crossing Wisconsin river; deck truss bridge; 56 ft. 11 in. long; superstructure built in 1877; substructure built in 1856. Deck truss bridge; 243 ft. long; superstructure built in 1877; substructure built in 1856. Deck truss bridge; 68 ft. 6 in. long; superstructure built in 1877; substructure built in 1856. Deck truss bridge; 69 ft. 5 in. long; superstructure built in 1877; substructure built in 1856.

Bridge 252½; Main line; rail-top culvert (12 ft. by 10 ft.); superstructure built in 1900; first class.

Bridge 428; Main line; Sparta; crossing Walrath creek; Howe truss, deck; 56 ft. long; substructure built in 1863; being replaced.

Bridge 456½; Main line; deck plate girder; 10 ft. long; superstructure built in 1894; safe bridge.

Bridge 530; Main line; S. La Crosse; pile bridge; 13 spans; 201 ft. 6 in. long; built in 1885; in fair condition.

Bridge 556; Watertown line; near Hubbleton; crossing Crawfish lake; pile bridge; 26 spans; 416 ft. long; superstructure built in 1899; substructure built in 1888; in fair condition.

Bridge 566½; Watertown line; Waterloo; overhead highway; 96 ft. long; built in 1887; needs renewing.

Bridge 602; Watertown line; near Burke; overhead highway; 182 ft. long; built in 1892; first class repair.

Bridge 611; Watertown line; Madison; crossing Catfish creek; pile bridge; 119 ft. long; superstructure built in 1896; substructure built in 1886; in fair repair.

Bridge 686; Portage line; overhead highway; 5 spans; 75 ft. 8 in. long; built in 1891; in fair repair.

Bridge 870; Viroqua line; near Melvina; pile bridge; 6 spans; 92 ft. long; built in 1889; being replaced.

Bridge Inspection.

BRIDGES INSPECTED ON WISCONSIN VALLEY DIVISION OF C., M. & ST. P. RY.

Bridge 158; Main line; Babcock; crossing Yellow river; pile approach; 35 spans; 560 ft. long; built in 1897; very good. Howe truss; 138 ft. long; built in 1890; new bridge being put in. Pile approach; 5 spans; 78 ft. long; built in 1897; very good.

Bridge 260; Main line; crossing Mill creek; pile approach; 8 spans; 124 ft. long; built in 1896; very good. Howe truss; 1 span; 58 ft. long; built in 1885; in good repair. Pile approach; 16 ft. long; built in 1896; all right.

Bridge 276; Main line; crossing Wisconsin river; through iron span; 135 ft. long; built in 1894; first class. Through iron span; 217 ft. 6 in. long; built in 1894; first class. Through iron span; 147 ft. long; built in 1894; first class.

Bridge 312; Main line; mile-post 86; crossing Eau Claire river; pile approach; 3 spans; 48 ft. long; built in 1897; very good. Howe truss, deck; 3 spans; 330 ft. long; built in 1886; being renewed. Pile approach; 3 spans; 48 ft. long; built in 1897; very good.

Bridge 382; Main line; mile-post 108; crossing Prairie river; pile approach; 3 spans; 44 ft. long; built in 1891; in fair condition. Howe truss; 60 ft. long; built in 1891; in fair condition. Pile approach; 46 spans; 721 ft. long; built in 1891; in fair condition.

Bridge 388; Main line; Merrill; crossing Wisconsin river; pile approach; 8 spans; 136 ft. long; built in 1895; in fair repair. Howe truss; 68 ft. long; built in 1895; in fair repair. Howe truss; 92 ft. 6 in. long; built in 1895; in fair repair. Pile approach; 16 ft. long; built in 1895; in fair repair.

Bridge 448; Main line; mile-post 130; crossing Wisconsin river; pile approach; 11 spans; 171 ft. long; built in 1897. Iron girder, deck; 30 ft. long; built in 1899. Pile bridge; 11 spans; 171 ft. long; built in 1899. Iron girder, through; 32 ft. long; built in 1890. Iron truss, pony; 100 ft. long; built in 1899. Pile approach; 6 spans; 94 ft. long; built in 1897. Good bridge throughout.

Bridge 506; Main line; mile-post 161; crossing Minocqua lake; pile approach; 24 spans; 378 ft. long; built in 1898; first class. Iron girder; 48 ft. long; built in 1899; first class. Pile approach; 4 spans; 64 ft. long; built in 1896; in good condition.

Bridge 844; Lynn line; mile-post 39; crossing Yellow river; pile approach; 3 spans; 51 ft. long; built in 1894; piles show weakness. Howe truss; 136 ft. 3 in. long; built in 1894; all right. Pile approach; 40 spans; 623 ft. long; built in 1894; very good.

BRIDGES INSPECTED ON SUPERIOR DIVISION OF C., M. & ST. P. RY.

Bridge 44; Main line; mile-post 23.5; crossing Cedar creek; deck Howe truss; 101 ft. long; built in 1891.

Bridge 52; Main line; near Fredonia; crossing Milwaukee river; pile approach; 45 ft. long; built in 1891; in fair condition. Howe truss; 222 ft. long; built in 1891; in fair condition. Pile approach; 46 ft. 3 in. long; built in 1891; in fair condition.

Bridge 222; Main line; Green Bay; crossing Fox river; pile approach; 15 spans; 204 ft. long; superstructure built in 1891; substructure built in 1881; very good. Combination, draw; 201 ft. long; built in 1881; safe at present. Pile approach; 30 spans; 430 ft. long; superstructure built in 1891; substructure built in 1881; very good.



WISCONSIN GENERAL RAILWAY.—FIVE YARDS STEAM SHOVEL AT WORK.

Bridge Inspection.

Bridge 242; Main line; near Cormier; crossing Duch creek; pile approach; 18 ft. 3 in. long; built in 1889; not very good. Howe truss, pony; 2 spans; 96 ft. long; built in 1897; in fair condition. Pile approach; 29 ft. long; built in 1889; not very good.

Bridge 272; Main line; near Sobleski; Little Suamico river; pile approach; 11 spans; 172 ft. long; built in 1891. Howe truss, pony; 53 ft. long; built in 1891. Pile approach; 6 spans; 91 ft. long; built in 1891. Not in first class order.

Bridge 300; Main line; mile-post 139; crossing Oconto river; pile approach; 6 spans; 93 ft. long; built in 1891; fair repair. Howe truss; 136 ft. long; built in 1891; fair repair. Pile approach; 4 spans; 62 ft. long; built in 1891; piles poor.

Bridge 376; Main line; mile-post 164.2; crossing Peshtigo river; pile approach; 14 ft. long; built in 1892. Howe truss; 114 ft. long; built in 1892. Pile approach; 16 spans; 216 ft. long; built in 1892. Several bents have been reinforced.

Bridge 390; Main line; mile-post 160.5; crossing Middle Inlet; East approach, pile; 3 spans; 47 ft. long; built in 1893. Howe truss, pony; 58 ft. long; built in 1892. West approach, pile; 6 spans; 94 ft. long; built in 1893. Efficient for present requirements.

Bridge 404; Main line; near Wausaukee; crossing Big Wausaukee; pile approach; 15 ft. long; built in 1893; repairs needed soon. Howe truss, pony; 63 ft. long; built in 1892; not first class. Pile approach; 77 ft. long; built in 1893; not first class.

Bridge 434; Main line; Amburg; crossing Pike river; trestle approach; 2 spans; 32 ft. long; built in 1894; very good repair. Howe truss; 93 ft. long; built in 1894; very good repair. Pile approach; 2 spans; 30 ft. long; built in 1894; very good repair.

Bridge 464; Main line; state line; crossing Menominee river; pile approach; 6 spans; 89 ft. long; built in 1896. Pin-connected truss, deck; 255 ft. long; superstructure built in 1896. Plate girder, deck; 40 ft. long; superstructure built in 1896. Pile approach; 2 spans; 30 ft. long; built in 1896.

BRIDGES INSPECTED ON THE SUPERIOR DIVISION OF THE C. M. & ST. P. RY.

Bridge 802; Oconto line; crossing Oconto river; pile approach; 8 spans; 120 ft. long; built in 1889; in fair condition. Howe truss; 135 ft. long; built in 1889; needs attention. Pile approach; 3 spans; 45 ft. long; built in 1889; very good.

Bridge 820; Menominee line; mile-post 167.6; pile approach; 2 spans; 32 ft. long; built in 1894. Howe truss; 92 ft. long; built in 1894. Pile approach; 16 ft. long; built in 1894. Very fair condition.

Bridge 874; Menominee line; Marquette; crossing Menominee river; pile approach; 10 spans; 153 ft. long; built in 1896; in good condition. Howe truss; 3 spans; 376 ft. long; built in 1896; good truss. Pile approach; 3 spans; 48 ft. long; built in 1896; in good condition.

Bridge 876; Menominee line; state line; crossing Menominee river; pile approach; 2 spans; 29 ft. long; built in 1896. Iron span, pony; 3 spans; 348 ft. 8 in. long; built in 1896; first class. Iron girder, deck; 35 ft. long; built in 1896. Pile approach; 108 ft. 6 in. long; built in 1896.

Bridge Inspection.

BRIDGES INSPECTED ON THE NORTHERN DIVISION OF THE C. M. & ST. P. RY.

Bridge 508; Main line; Beaver Dam; crossing Beaver Dam river; pile bridge; 23 spans; 355 ft. long; superstructure built in 1898; substructure built in 1889;

Bridge 562; Main line; Portage; crossing canal; pile approach; 16 ft. long; built in 1892; in good repair. Iron girder, draw; 123 ft. long; built in 1892; very good. Pile approach; 12 ft long; built in 1892; fair condition.

Bridge 88; Oshkosh line; crossing Rock river; pile bridge; 16 spans; 196 ft. long; superstructure built in 1891; substructure built in 1883; poor bridge.

Bridge 114; Oshkosh line; crossing Rock river; pile bridge; 2 spans; 32 ft. long; built in 1896. Howe truss; 78 ft. long; built in 1896. Pile approach; 24 ft. long; built in 1896. Good bridge.

Bridge 620; Fond du Lac line; near Mayville; crossing Rock river; Howe truss; 98 ft. long; superstructure built in 1896; substructure built in 1884; in fair repair. Pile approach; 2 spans; 30 ft. long; superstructure built in 1896; substructure built in 1884; some piles weak.

Bridge 748; Fond du Lac line; crossing Fond du Lac river; pile bridge; 8 spans; 128 ft. long; superstructure built in 1894; substructure built in 1884; some poor piles.

Bridge 802; North Lake line; crossing Menominee river; trestle bridge; 3 spans; 48 ft. long; built in 1888; on side track.

Bridge 808; North Lake line; crossing Wisconsin Central Ry.; trestle bridge; 10 spans; 164 ft. long; superstructure built in 1899; substructure built in 1888; being repaired.

BRIDGES INSPECTED ON RACINE & SOUTHWESTERN DIVISION OF THE C. M. & ST. P. RY.

Bridge 72; Main line; near Burlington; crossing Fox river; Howe truss; 4 spans; 364 ft. long; superstructure built in 1881; to be renewed quite soon.

Bridge 84; Main line; near Lyons; crossing White river; Howe truss; 90 ft. long; built in 1882; poor bridge.

Bridge 156; Main line; pile approach; 14 ft. long; built in 1890. Howe truss; 120 ft. long; built in 1890. Pile approach; 76 ft. long; built in 1890. Concrete abutments and piers being put in.

Bridge 178; Main line; mile-post 62; iron girder; 43 ft. 8 in. long; superstructure built in 1898; old abutments.

Bridge 180; Main line; mile-post 63; iron girder; 2 spans; 124 ft. long; superstructure built in 1900; first class.

Bridge 184; Main line; iron girder; 2 spans; 80 ft. long; superstructure built in 1900; very good.

Bridge 186; Main line; crossing Turtle creek; Howe truss; 62 ft. long; superstructure built in 1893; poor bridge.

Bridge 208; Beloit line; mile-post 67; iron truss, pony; 2 spans; 217 ft. long; built in 1896; good bridge.

BRIDGES INSPECTED ON THE CHICAGO DIVISION OF THE C. M. & ST. P.

Bridge 262; Main line; iron deck girder; 3 spans; 195 ft. long; superstructure built in 1890.

Bridge 314; Main line; Milwaukee; crossing Kinnickinnick river; draw span, iron; 172 ft. 6 in. long; superstructure built in 1881; masonry not first class.

Bridge Inspection.

BRIDGES INSPECTED ON SOUTHERN DIVISION OF WISCONSIN CENTRAL RY.

Bridge 337; 1st District line; mile-post 132.6; crossing Rock river; pile bridge; 10 spans; 158.5 ft. long; superstructure built in 1899; very good.

Bridge 392; 1st District line; Fond du Lac; pile approach; 8.5 ft. long; superstructure built in 1898. Pin-connected truss, through; 170 ft. long; superstructure built in 1898.

Bridge 398; 1st District; Fond du Lac; pin-connected truss, through; 150 ft. long; built in 1898.

Bridge 429; 2nd District; Oshkosh; crossing Fox river; pile approach; 16 spans; 232 ft. long; very good. Through plate girder, draw; 132 ft. 8 in. long; to be replaced soon. Howe truss, through; 2 spans; 223 ft. long; in fair condition. Pile approach; 6 spans; 93 ft. long; very good.

Bridge 450; 2nd District; Neenah; trestle bridge; 6 spans; 96 ft. long; built in 1895; in good condition.

Bridge 487; 2nd District; crossing Wolf river; pile approach; 24 spans; 345 ft. long; built in 1894; very good. Plate girder, draw; 160 ft. 9 in. long; built in 1894. Pile approach; 52 spans; 794 ft. long; built in 1894; first class.

Bridge 532; 2nd District; crossing Plover river; tall wall; 26 ft. 2 in. long; built in 1898. Plate girder; 78 ft. 5 in. long; superstructure built in 1898; on concrete bridge seat. Tall wall; 26 ft. 2 in. long; built in 1898.

Bridge 533; 2nd District; Stephens Point; crossing Wisconsin river; through steel truss; 183 ft. 5 in. long; superstructure built in 1889. Through steel truss; 189 ft. 5 in. long; superstructure built in 1889. Through steel truss; 198 ft. 6 in. long; superstructure built in 1889.

Bridge 606; 2nd District; mile-post 295.8; crossing Little Eau Claire river; pile bridge; 210 ft. long; built in 1892; in fine condition.

Bridge D; Portage branch of 2nd District; mile-post 1.9; crossing Plover river; frame bent; 2 spans; 32 ft. 6 in. long; built in 1897; very good. Plate girder, deck; 40 ft. long; built in 1896. Frame bent; 2 spans; 32 ft. 2 in. long; built in 1897; very good.

Bridge D3; Portage branch of 2nd District; mile-post 3; pile bridge; 16 spans; 241 ft. long; superstructure built in 1895; piles show rot at surface of the ground.

Bridge D12; Portage branch of 2nd District; mile-post 8.6; crossing Beuna Vista creek; pile bridge; 10 spans; 136 ft. long; superstructure built in 1895; good bridge.

Bridge D39; Portage branch of 2nd District; near Westfield; pile bridge; 5 spans; 74 ft. long; superstructure built in 1895; in good repair.

Bridge D45; Portage branch of 2nd District; mile-post 45.6; crossing Montello creek; pile bridge; 10 spans; 154 ft. long; superstructure built in 1893; in fair condition.

Bridge D60; Portage branch of 2nd District; mile-post 56.6; pile bridge; 11 spans; 164 ft. long; superstructure built in 1892; in fair condition.

Bridge D66; Portage branch of 2nd District; mile-post 59; overhead highway bridge; 5 spans; 81 ft. long; built in 1892; very good bridge.

Bridge D91; Portage branch of 2nd District; mile-post 67.7; crossing Fox river canal; pile bridge; 2 spans; 29 ft. long; built in 1894; very good. Jack-knife draw span; 68 ft. 6 in. long; built in 1894; efficient. Pile bridge; 2 spans; 32 ft. long; built in 1894; very good.

Bridge D96; Portage branch of 2nd District; mile-post 69.6; crossing Fox river; pile bridge; 11 spans; 164 ft. long; built in 1892; in good repair.

Bridge D97; Portage branch of 2nd District; crossing Fox river; pile bridge; 8 spans 115 ft. long; built in 1892; sway bracing needed.

Bridge Inspection.

BRIDGES BEING INSPECTED ON THE NORTHERN DIVISION OF WISCONSIN CENTRAL RY.

Bridge 629; 3rd District; mile-post 312; crossing Poplar river; Howe truss; 86 ft. long; superstructure built in 1893; being repaired.

Bridge 668; 3rd District; mile-post 333; crossing Little Wolf river; pile bridge; 14 spans; 236 ft. long; built in 1891; being rebuilt.

Bridge 715; 3rd District; mile-post 353; crossing Paint creek; pile bridge; 6 spans; 93 ft. long; substructure built in 1891. Pile truss; 32 ft. long; substructure built in 1891. Pile bridge; 6 spans; 94 ft. long; substructure built in 1891; grade raised 7 ft; bridge poor; to be replaced next year.

Bridge 722; 3rd District; at Chippewa Falls; crossing Chippewa river; plate girder, deck; 1 span; 60 ft. long; built in 1898. Through steel truss; 3 spans; 300 ft. long; superstructure built in 1894. Through steel truss; 4 spans; 598 ft. long; superstructure built in 1894. Pile bridge; 1 span; built in 1898.

Bridge 724; 3rd District; mile-post 357; crossing Duncan creek; pile bridge; 9 spans; 140 ft. long; built in 1900; very good. Steel truss; 122 ft. long; superstructure built in 1894. Pile bridge; 4 spans; 62 ft. long; built in 1900; very good.

Bridge 772; 3rd District; near Colfax; crossing Red Cedar river; through, pin-connected, steel truss; 2 spans; 240 ft. long; built in 1896.

Bridge 788; 3rd District; mile-post 386; crossing Hay river; plate girder, through; 60 ft. long; built in 1900. through, pin-connected, steel truss; 120 ft. long; built in 1896.

Bridge 882; 3rd District; mile-post 418; crossing Willow river; pile bridge; 6 spans; 84 ft. long; built in 1896; first class. Through, steel truss; 120 ft. long; built in 1896. Pile bridge; 4 spans; 56 ft. long; built in 1896; good.

Bridge A128; 4th District; mile-post 358; crossing Elk river; pile bridge; 8 spans; 102 ft. long; superstructure built in 1895. Deck plate girder; 80 ft. long; superstructure built in 1895. pile bridge; 5 spans; 65 ft. long; superstructure built in 1895.

Bridge A141; 4th District; mile-post 371; crossing East Fork Flambeau river; pile bridge; 15 spans; 218 ft. long. Howe truss, through; 96 ft. 7 in. long; superstructure built in 1893. Pile bridge; 4 spans; 60 ft. long; very good condition.

Bridge A153; 4th District; mile-post 375; pile approach; 1 span; 16 ft. long. Through steel truss; 1 span; 135 ft. long. Pile approach; 1 span; 16 ft. long.

Bridge A221; 4th District; mile-post 406; crossing Bad river; pile approach; 5 spans; 67 ft. long; built in 1896. Deck plate girder; 1 span; 50 ft. long; built in 1896. Pile approach; 3 spans; 41 ft. long; built in 1896.

Bridge —; 4th District; mile-post 416; crossing Silver creek; iron trestle; 21 spans; 638 ft. 9 in. long; built in 1872.

Bridge A274; 4th District line; mile-post 420; pile bridge; 18 spans; 271 ft. long; built in 1893; very good bridge.

Bridge —; 4th District line; crossing White river; iron trestle; 7 spans; 210 ft. long; built in 1872. Iron truss, deck; 1 span; 125 ft. long; built in 1872. Iron trestle; 38 spans; 1,140 ft. long; built in 1872.

Bridge A296; 4th District line; near Ashland; crossing Bay City creek; pile bridge; 21 spans; 325 ft. long; built in 1893; in fair repair.



WISCONSIN CENTRAL RAILWAY—STEEL GIRDER BRIDGE.

Bridge Inspection.

TUNNELS.

Five tunnels have been inspected; of these four are on the C. & N. W. Ry. and one on the C., M. & St. P. Ry.

Tunnels Nos. 1, 2 and 3 are on the main line of the Madison division of the C. & N. W. Ry., in Monroe county, and were built in 1872 and 1873. Tunnel No. 1 is 1,697 feet in length, No. 2 is 1,544 feet long, and No. 3 is 3,810 feet long. Tunnels Nos. 1 and 3 are cut through solid stone and with the exception of two short sections in No. 3, are not lined. The stone through which these tunnels are cut lies in horizontal strata. No. 2 is arched throughout with stone and brick masonry. Niches have been left in the wall at regular intervals to insure the safety of workmen from passing trains. The masonry lining seems to be in good condition and the entrances are strong and well protected.

Tunnel No. 4 is on the Galena branch of the Madison Division of the C. & N. W. Ry., in Lafayette county. This tunnel is cut through hard sandstone in which the strata are horizontal and is not lined.

The "Greenfield" tunnel on the C., M. & St. P. Ry. is on the main line of the La Crosse Division in Monroe county. It was built in 1875 to take the place of the "Old Greenfield" tunnel which, since it has been abandoned, has partly caved in. The material encountered in excavating this tunnel was lower silurian sandstone of a very friable nature. It is arched with brick masonry. Suitable niches have been built into the walls at regular intervals.

In none of these tunnels were any evidences of weakness found.

In making this inspection I have been very much hampered by reason of there being no records, at hand, of the bridges on the several roads, to consult before going out

Bridge Inspection.

to make the inspection. This information which should be on file in your office I have had to get from the records of the various divisions at the time of inspection.

I, therefore, recommend that you have a blank form printed with suitable headings to secure the information in regard to the bridges which it is desirable to have, and that these blanks be sent to the several railway companies operating in the state with the request that they be filled out at once and returned to your office where they may be put on file for future reference.

Respectfully submitted,

W. H. HENBY,

December 19th, 1900.

Consulting Engineer.

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